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RAILROAD BUILDING ALONG THE CLIFFS OF THE HUDSON.

A singular spectacle has been witnessed of late by passengers on the Hudson river boats, at a point on the river near Cornwall, where along the face of a cliff rising perpendicular from the water a railroad is being cut. The scene is thus described by a Sun reporter:

The cliff was crowded with men, who, clinging like lizards to the face of the rock, were working seventy-five feet above the surface of the water; and here and there were laborers hanging (for the foothold they had obtained was hardly worthy of the name) by ropes fastened many feet above their heads, and circling their waists. All the passengers gazed with amazement at the singular spectacle; and when one of the men, turning toward the steamboat, waved his hand, cheered, and, falling off, swung for a moment, and then, getting his feet to their former place on the rock, renewed his work at cutting into its face, the spectators from the river sent back an answering cheer, as the boat swept around the point that hid the workmen from their sight, and left them discussing what they had just seen.

Greatly interested by the sight the reporter left the boat at Newburg and returned to Cornwall to inquire about the mid-air workers. He found that they were employed by the Ontario and Western Railroad Company, constructing the new North River Railroad. It is under contract to be completed by June 1, 1882, and is to run from Jersey City to Cornwall, and thence west to Middletown. The country through which it passes is so rocky and mountainous that much of the work has to be done by blasting, and this is especially the case between West Point and Cornwall. At West Point a tunnel 150 feet deep and 500 feet long has been cut through Target Hill, and many other bores, nearly as extensive, have been made. But the point already mentioned, near Cornwall, presented, perhaps, the greatest difficulties to the engineers and contractors. About eighty men are employed there, and they were selected on account of their activity and freedom from nervousness.

"They are not active enough, however," one of the surveyors said to the reporter, "to retain their foothold in every place, and at certain spots it is necessary for them to work bound, as it were, to the rock, for a drop of seventy-five feet into the river below, or possibly upon some of the straggling stones that rise above the surface of the water at the base of the cliff, would undoubtedly serve to reduce our staff of workmen. Had they been sailors they might, perhaps, have managed better so far as clinging to the rock is concerned, but they could not have done the work."

The workmen are, for the most part, Italians, although a few of other nationalities are employed. Italians, however, are best adapted to the peculiar work, not only because they are lithe, light, and active, but on account of their ability to stand the fierce heat that beats down on the exposed face of the rock.

HOW KRUPP'S ARMY OF MEN WORK AND ARE CARED FOR.

Hon. J. S. Potter, United States Consul at Crefeld, has recently visited the steel works of Herr Frederick Krupp at Essen, Germany, and in a private letter gives the following interesting description of that immense manufacturing establishment. "At this time 18,542 is the daily average number of men employed in this colossal manufactory for the production of everything that is composed of steel—especially war material. Steam and smoke were issuing from countless chimneys and smoke stacks, and rolling in immense volumes over the 650 acres of buildings within the walls which enclose his grounds. The view from the outside seemed to indicate a tornado of excitement and a rush of business within. Upon entering, however, the scene presented was surprisingly quiet. When a man was seen, whether workman or manager, he was as serene as a morning in the tropics. There was no excitement, no rush; every man's motions being all in the line of system and order. I do not remember to have heard a loud word spoken among the thousands of men in the different buildings through which we passed. But the unceasing smoke and steam continued to ascend from pipes and chimneys near and as far away as the eye could see, and the subdued hum of machinery everywhere was as steady as the roar of Niagara. Great cannon were being moved as silently as if they were going to the funeral of the masses of men they were made to slaughter. One cannon, recently finished, weighing, with wedge, about eighty tons, and throwing a shell weighing one and a half tons a distance of more than ten miles, was being placed in position. Only a mild word was occasionally uttered by the man in charge, and the great mass went steadily in the right direction. No fuss, no false motions; every utterance and motion was just the one that ought to be made. The man in charge was a competent 'boss.'

The average number composing the families of these 18,542 men was four and a half to each—thus making between eighty and ninety thousand human beings dependent upon the business, skill and management of Herr Krupp, who was born lowly, and thirty years ago was a poor man. He provides everything—dwellings and homes for all—schools, churches, preachers, supply-stores, bakeries, slaughter houses, butchers, doctors, bathing establishments, life insurance and fire companies, pension institutions, hospitals, undertakers and funerals, and all works smoothly and well. In reply to a question covering the vast responsibility, anxiety, care and difficulties in managing such a complex and extensive establishment, he said he had little anxiety and no difficulty in managing his increasing business. His care and responsibility were chiefly exercised in the selection of men for positions of management. He had no friendship for 'bosses' who were not exactly fitted for the position they were engaged to fill—and no mercy for those found negligent or inefficient. To his caution in the selection of managers he attributed the chief success of his life."

CROSSING THE CHANNEL THROUGH A TUBE.

Among the latest and most novel plans for crossing the English Channel and also for uniting England to the Continent by a rail-

road, is that proposed by Bradford Leslie, engineer of the East India Railway Company. The idea is said to be to send cars under the channel through a cylindrical steel tube submerged 40 feet below the surface of the water. The tube would be so ballasted as to make it weigh 1¼ tons to the foot less than the water displaced, its buoyancy being counterbalanced by moorings at every 250 feet. At the shore ends it would be laid in dredged or excavated channels, and would be made to rise from the mid-channel depths by easy gradients. The cost of carrying out this scheme is estimated to be £8,000,000.

Credit Valley Railway.

The work of grading and bridging on the Credit Valley extension from Ingersoll to St. Thomas is progressing satisfactorily. The grading is now completed for seven miles beyond Ingersoll, or two miles beyond Putnamville. A force of 350 men is employed by the company, which is building about 16 miles of the 24 of the extension. Messrs. Hutchinson and Wood & Fellows, contractors, are completing the remaining eight miles. The London Globe, from which the above is obtained, says the right of way has all been purchased at a cost of about $40,000, and then adds:

The country through which the line runs has a fine rolling surface, with few engineering difficulties. The only bridges of importance are over Catfish Kettle and Salt Creeks, that over the latter being 400 feet in length. It is made of iron and wood, resting upon substantial stone piers. The approaches to this bridge entail the erection of a very extensive embankment, 1,000 feet long, and between forty and fifty feet high. The embankments elsewhere on the road are of a minor character. Through the township of Dorchester there is a good deal of cutting, none, however, except in the neighborhood of Putnamville being of much importance. The road will be open for freight traffic early this fall. The company are in the meanwhile adding largely to the rolling stock, additions being made every week. This week three fine parlor cars were placed on the line. Eight locomotives are building at Kington. Mr. James Ross, the Superintendent has made satisfactory arrangements with the Canada Southern for the terminus at St. Thomas, and it is expected that an extensive through traffic by that line will be transferred to the Credit Valley as soon as the extension is completed.

During the year 1880 the French railway companies issued 139,000,000 of tickets—11,000,000 for first class passengers, 42,000,000 for second class and 86,000,000 for the third class. There was only 1 passenger killed for each 7,000,000, 1 wounded for each 850,000, including the victims of their own imprudence. Out of 20 passengers killed in 1880, 5 only were killed by the action of the railway company, 12 by their awkardness and 5 committed suicide.

Contracts have been entered into for the completion of the Connotton Valley and Straitsville Railroad from Canton to Coshocton, a distance of 60 miles, within three months from the 22d of June. The line from Coshocton to Zanesville is now being located and will be let during the present month. The purpose is to have this feeder of the Connotton Valley Railroad 85 miles long, in running order by December of this year. The Connotton Valley Railroad opened on the 4th of July to Cleveland, by the Cleveland and Pittsburg Railroad from Bedford. It is expected that the twelve miles from Bedford to Cleveland will be in running order the last of this month.

Norfolk and Western Railroad.

The gross earnings of the Norfolk and Western Railroad Company for the month of June, 1881, (approximate) were $150,755 75, against $133,763 93 for the month of June, 1880, an increase of $16,991 82, or 12 7 per cent. For the twelve months ending June 30, 1881, the gross earnings (approximate) were $2,149,490 94, against $1,936,651 68 for the corresponding period of the previous year, an increase of $212,839 26, or 11 per cent. The operating expenses for the year ending June 30, 1881, (including $193,697 62 renewals and extraordinary expenses) were $1,150,577 02, leaving as net earnings the sum of $998,913 92. An improvement and construction fund of $1,000,000 was provided under the reorganization, from which all further disbursements for renewals and extraordinary expenses will be made. As this will entirely complete the relaying of the road with steel rails, and will fully equip it, no further charges to renewals and expenses will be proper. The Norfolk and Western Railroad Company has just secured the franchises and works of the New River Railroad, and will immediately prosecute the construction of the road into the great Flat Top coal region. This will furnish cheap coal for the company's own use and for its important local manufacturing industries, and will also provide a large business in coal transportation for shipment from Norfolk, where coal wharves are being located.

The new railroad on Long Island, to be known as the Northern Railroad of Long Island, as now planned, will extend from Astoria to Huntington, a distance of 38 miles, and for this extent of the road nearly all the plans and specifications have been agreed upon. The contract for building the road has been taken by Col. J. C. Lane for $8,000,000, $2,000,000 in the bonds and $1,000,000 in the stock of the company. It is said that work will be begun early in Autumn.

Negotiations are said to be in progress for the purchase by the Pennsylvania Railroad Company of the Junction and Breakwater, the Breakwater and Frankford, and the Worcester Railroads as feeders for the Delaware Division of the Philadelphia, Wilmington and Baltimore Railroad.

The Charleston (S. C.) News says that semi-annual dividends and interest amounting to $285,838 are to be paid in that city during the month of July upon a capital of $9,826,716.

The Michigan Central Railroad Company has purchased the Union Railroad, covering six miles between Kensington, Ill., and the Indiana State line, and which has been operated under lease by the former company.

Spartanburg, S. C., has voted to subscribe $75,000 to the Greenwood, Laurens and Spartanburg Railroad, a link in the proposed extension of the Virginia Midland and the Augusta and Knoxville Railroads.

Hudson River Tunnel.

Work on the Hudson River Tunnel is progressing favorably under the direction of the new engineer, General William Sooy Smith. The portion of the tunnel already built has been strengthened and it is being extended at the rate of about five feet a day, which gives promise of its completion within three years. The work now extends about three hundred feet under the river from the Jersey shore. A heading from the New York side is being started. The present arch is thirty feet below the bed of the river, which is formed of a fine silt and is very easily worked under compressed air. A double system of air-locks has been introduced, which will give additional safety and allow more rapid progress of the work.

The first quarterly report of the Long Island Railroad under the new receiver, Austin Corbin, has been filed with the Kings County Clerk: From January 1 to April 1, the receipts were $635,465 27, and the disbursements $593,500 32. The report has been referred by Judge Gilbert to Alexander Cameron, the partner of Judge Gilbert's son, as referee to report upon.

The North and West Branch Railroad was sold at sheriff's sale at Bloomsburg, Penn., on the 6th inst., to Chas. Parrish, of Wilkesbarre, for $700,000. The road is almost graded from Catawissa to Nanticoke. A new company is to be organized at once and the road completed. This will make a rail outlet from the mines of the Pennsylvania Railroad at Nanticoke.

Fred Wolffe, financial agent of the Erlanger syndicate, has purchased the Memphis, Holly Springs and Selma Railroad. It will be completed at once and extended to Albany, Ala., which will give the syndicate an uninterrupted line to the sea from Chattanooga, Memphis, Vicksburg, Shreveport and New Orleans.

The total values of the exports of petroleum and petroleum products during the month of May, 1881, were $3,361,155; May, 1880, $1,384,815. Eleven months ended May 31, 1881, $34,762,328; do. 1880, $33,992,812.

At a special meeting of the stockholders of the Knoxville and Ohio Railroad Company, at Knoxville, Tenn., on the 8th inst., the road was transferred to the East Tennessee, Virginia and Georgia Railroad Company for $1,152,000.

The work of laying the track of the Front and Union Street (Wilmington, Del.,) Railway is progressing rapidly, and will be completed at an early day. The rails are now laid from Union to Orange streets.

The Ontario and Quebec Railway Company will hold their first general meeting of shareholders at Montreal on the 19th of July.

The track of the Kentucky Central Railroad was changed, on the 10th inst., from the southern to the standard gauge.

Nine miles of the Yale and Savona (B. C.) Railway have been laid, and trains are running.

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FROM across the water and from various sources over here prophecies are coming concerning the stock markets of the United States, as gloomy in their import as those which have emenated from the mythical Mother Shipton as to the crisis which 1881 is to bring to human and material affairs in general. Some of this apprehension comes from the fact that there is an inclination just now among the generality of people hovering about the Loneon market to avoid speculation. The tendency is also noticeable to some extent here, but not to a degree to create such an impression as seems to have been made in England. Notwithstanding that these prophecies seem in the main unwarrantably gloomy, it is well enough perhaps that they are made, for there are reasons sufficient, to make it desirable that warnings should be uttered, and to make it the part of wisdom that they be at least studied. It needs but a glance at the rapidly increasing list of bonds and stocks offered to the public to see that among them are numbers which ordinary prudence would dictate had better be left alone until their merits have been clearly understood. But while fluctuations or even a touch of a panic may be possible in the stock market the condition of our country is such as to make decidedly improbable the coming in the near future of any demoralization to our general business.

WHILE so much thought is being bestowed upon the care of cattle in transit by rail, it is gratifying to know that the ocean steamship companies are providing measures for doing their part in seeing that American cattle are judiciously and humanely treated while on their way to the foreign market. The managers of the Monarch line of steamships require that in fair weather two men constantly watch the cattle on shipboard, and four men in stormy weather, whose duty it is to report at every half-hour bell, concerning the condition of the animals, and to report immediately to the captain, or if he is not on deck to the officer in charge of the watch, any signs of sickness or distress among the cattle. The rules require that the animals be watered twice daily, two bucketfuls of clean fresh water to be given to each animal each time; that they be fed three times with hay and twice with corn every day, and that it be seen to that the animals are on their feet twice each day, and, when they lie down, the man on watch to see that they do not overlap each other. Any ill-treatment or cruelty to an animal is positively prohibited on board, and any offense against this rule is severely punished, one part of the punishment being the forfeiture of gratuities. The men attending to the cattle are under the control of the captain. With the erection of the feeding and watering stations for which some of our railroad companies are arranging, and by which the cattle can be economically and conveniently fed and watered at least once in every ten hours' run without removal from the car, it would seem as though the comfort and healthfulness of the cattle had been provided for through all their long journey from the plains to the European market.

Authentic Crop Reports.

While so many unreliable reports are being circulated concerning the wheat crop it is a satisfaction to know that measures are being taken in various parts of the West by which accurate estimates of the yield will be furnished early in the season. There is a vast amount of labor and ingenuity employed in collecting facts on this important subject which is not realized by people generally who may suppose that the estimates on crops are chiefly prepared from general impressions or guess work. There certainly is guess work enough apparent in many of the unofficial reports circulated, but some of the official work is based on thorough system and extensive investigation, the effectiveness of which gives a valuable authenticity to the estimates.

One of the most notable and original plans adopted for gathering information concerning the probable wheat yield is that originated by Secretary Chamberlain of the Ohio State Board of Agriculture, a plan which is said not to be in use elsewhere now but which will doubtless be followed to some extent in other localities after its value is demonstrated in Ohio. Secretary Chamberlain, in co-operation with State Auditor Oglevee, ascertained in the Spring through paid assessors of the different townships throughout the State, the average acreage of wheat in each county by means of a new heading added to the ordinary blanks filled out by the county auditors. Recently he has had prepared and sent to each township "threshers blanks" as they are called, to be given to the leading threshers throughout the State. These blanks are in the form of a neat pocket memorandum of card board, with certain spaces for recording the number of acres and bushels threshed and date of threshing. The correspondents from the different townships after collecting the reports of three weeks' threshing will send the totals of acres and bushels thus obtained to the State Board of Agriculture. In this way a close average of the yield per acre for three weeks will be obtained from each county, which will be considered as an average for the season. Having the average per acre and the total acreage the basis for an exceedingly prompt and valuable estimates of the yield is furnished. The results obtained by this plan will be given in the August crop report of the Ohio officials, to be published about the middle of August. The township correspondents are not paid for their labor but as a recognition of the value of the service rendered, the Board of Agriculture sends to each correspondent an invitation to attend the Ohio State Fair, to be held at Columbus from August 29 to Sept. 3, the recipient to have full complimentary admission to all the privileges of this interesting and important agricultural Fair.

The value of authentic crop reports cannot be overestimated, and especially is this true this season when an unusually large number of inaccurate reports have been set afloat for speculative purpose. The assurance that some of the reports soon to appear will contain reliable information is at least comforting, though so far as transportation companies and their stocks are directly concerned they are not likely to be seriously affected by forthcoming estimates, the probabilities being that they will not vary widely from some of the cautious prophecies that have already been made. Anything done however toward introducing a reliable system for obtaining the earliest and most accurate estimates concerning crops is a great boon to the stock market and to general trade, and it is to be hoped that the promisingly good plan adopted by the Ohio State Board of Agriculture will prove satisfactory in its results and develop into one of wide extended utility.

Organization.

Articles of incorporation of the Staten Island North and South Shore Railroad Company have been filed at Albany. The capital stock is fixed at $200,000.

At the annual meeting of the directors of the Belfast and Moosehead Lake Railroad, in Belfast, Me., on the 8th inst., Charles B. Hazeltine was chosen president, Thomas A. Faunce, treasurer; John S. Kimball, clerk.

At the annual meeting of the Winchester and Strasburg Railroad Company, held on the 6th inst., John King, Jr., was re-elected president for the ensuing year, and Thomas Whitridge, Hugh Sisson, J. A. Sherrard, George A. Hupp and John Gregg were re-elected directors.

A charter has been granted to the Richmond (Va.) Grain Elevator Company. The capital stock is to be not less than $50,000 nor more than $1,000,000, divided into shares of $100 each. The real estate proposed to be held is for such elevators, warehouses, storehouses and buildings hereinbefore mentioned as may be found necessary, not exceeding ten acres.

Articles of consolidation of the Rocherter, Nunda and Pittsburg Railroad Company with the Rochester, New York and Pennsylvania Railroad Company were filed in the office of the Secretary of State on the 11th inst. The capital of the first-named company was $400,000 and the latter $1,100,000. The capital of the new company is $1,500,000.

The Governor of Pennsylvania has granted a charter to the Pittsburg and New York Railroad Company, which is to construct a line from Armstrong County to Bradford, McKean County, a distance of 140 miles. The capital stock is fixed at $1,400,000. The President is to be Walston H. Brown, of New York. Among the directors are Frederick H. Brown and Thomas A. Wentworth, of New York.

The Philadelphia, Wilmington and Baltimore Railroad having passed into the hands of the Pennsylvania Railroad Company, the following directors were elected on the 13th: George B. Roberts, Edmund Smith, A. J. Cassatt, J. DuBarry, John P. Green, Henry M. Phillips and Wistar Morris, taking the places of Messrs Thayer, Minot, Bowditch, Haven, Garrett, Pratt and Whitridge, who retire. A. J. Cassatt was elected vice-president. Isaac Hinckley, it is said, will be retained as president.

The subscription books of the Palestine Railroad Company have just been opened in Boston. The corporation was formed in February, 1880, under Massachusetts laws, and has for its purpose the construction of a railroad and telegraph line from Cairo in Egypt through Palestine to Assyria. The officers of the company are Alexander McDonald, of Boston, president; N. J. Nichols, of Worcester, vice-president; Rev. Joseph Williams, of Boston, treasurer; and George W. Hamilton, of Boston, secretary.

The Belt Railroad around Chicago was organized on the 30th ult., at Chicago, by Elijah Smith of Boston, in conjunction with the principal officers of the Chicago and Northwestern, Michigan Central Chicago, Burlington and Quincy and Illinois Central Railroads. The capital stock was fixed at $5,000,000, and the following gentlemen elected directors: H. D. Ledyard, A. L. Osborne, C. E. Perkins, T. J. Potter, Albert Keep. Marvin Hughitt, W. K. Ackerman, Joseph S. Tucker and Elijah Smith.

Articles of association of the Central Railway of Missouri were filed with the Secretary of State of Missouri on the 28th ult. Capital, $410,000. Incorporators, A. W. Maupin, Union, Franklin county; Jas. Edwards, Joseph A. Hall, Albert Singer and Max Kohn of St. Louis. Length of road, about 41 miles, running from St. Louis to Creve Cœur lake, thence to Tavern Rock in Franklin county, thence up the south bank of the Missouri river to the track of the Missouri Pacific and Labadie bottom in Franklin county.

At the annual meeting of the stockholders of the Metropolitan Elevated Railway Company held in this city on the 8th inst., the following directors were chosen: Jay Gould, Russell Sage, Sidney Dillon, William R. Garrison, Jose F. de Navarro, Sylvester H. Kneeland, Joseph S. Stout, G. M. Dodge, Horace Porter, Washington E. Conner and Samuel Sloan. Of these only three were members of the former board: Jose F. de Navarro, William R. Garrison and Horace Porter. The ticket elected received the votes of 52,635 shares of stock out of a total capital of 65,000 shares; there was no opposition.

A charter was granted at the State department, Harrisburg, Pa., on the 6th inst., to the Franklin and Clearfield Railroad Company, to be constructed from a point in or near Chambersburg to a point on Clearfield creek, in the township of Baccaria, in the county of Clearfield. The length of the road is to be 136 miles, and is to run through the counties of Franklin, Blair, Cambria and Clearfield. The capital stock is $816,000. The president is Thos. E. Shoemaker, of Philadelphia, and the directors Edwin S. McConaughy, Robert M. Janney, B. F. Stratton, John J. Summers, E. J. Price, Walter Clark, Charles D. Barney and William F. Hirons, all of Philadelphia.

The American Loan and Trust Company of Boston was organized on the 2d inst. under the charter granted during the recent session of the Legislature of Massachusetts, by the election of the following board of directors: A. H. Rice, Elisha Atkins, L. C. Wade, F. Gordon Dexter, H. M. Whitney, Jonas H. French, A. L. Goolidge, W. D. Forbes, I. T. Burr, Thomas Dana, Fred. L. Ames, Henry D Hyde, Ezra H. Baker, B. P. Cheney, T. Jefferson Coolidge, William B. Bacon, Oliver Ames, Charles Morrill, George C. Lord and A. P. Potter. Mr. Asa P. Potter was elected president.

The first regular meeting of the directors of the Quebec, Montmorency and Charlevoix Railway has just been held in Quebec. J. B. Z. Dubeau has been named president, and O. Gauteier, M.P.P. for Charlevoix, vice-president of the company. G. C. Langelier has been appointed secretary-treasurer. The other members of the board of directors are F. Langelier, L. A. Roberge, Charles Langelier, M.P.P., August Laberge and T. E. Fortin. Subscriptions to the stock have already commenced, and the directors hope to begin at once the exploration and localization of the line as far as the mouth of the Saguenay, where a winter bridge will be established.

At a meeting of the stockholders of the Cincinnati and Eastern Railroad Company, held at Batavia, Ohio, on the 4th inst, the following gentlemen were elected to serve as directors for the ensuing year: S. Woodward, N. R. Thompson, F. M. Smith, O. H Hardin, J. H. Crissman, J. M. Neely, M. Jameison, G. H Wilbur, J. P. Duckwall, W. R. McGill and J. Marshall. The board organized by re-electing unanimously W. R. McGill, president; W. Mansfield, secretary and auditor; G. H. Wilbur, superintendent; M. Jamieson, treasurer. W. W. Young was appointed chief engineer. The directors' report shows that the floating debt has been paid and the receiver discharged.

At the recent annual meeting of the Cincinnati and Southeastern Railroad Company, held at Covington, Ky., the following directors were elected: A. M. Black, John B. Clark, I. C. Sibley, I. M. Dickey, Isaac Reineman, E. C. Bradley and Henry Sibley. The officers are: President, Charles Miller; first vice president, C. W. Mackey; second vice president, Henry Richardson; secretary and treasurer; H. M. Hughes; General Manager, John V. Patton. The road is now under contract, and a large number of hands are at work on its construction from Dayton to Augusta, which section it is expected will be completed from Newport to Augusta in December of this year, and through to West Liberty or Hazel Green early in the fall of 1882, a distance of 135 miles, and immediately through the coal and timber region of the mountain district. From that point it will be continued through the coal fields of Breathitt and other counties to Pound Gap, which will be accomplished in 1883.

Articles of agreement and consolidation were filed at Columbus, Ohio, on the 1st inst., and at Harrisburg, Penn., on the 6th inst, between the Pittsburg, Youngstown and Chicago Railroad Company of Ohio, and the Pittsburg, Youngstown and Chicago Railroad Company of Pennsylvania, under the name of the Pittsburg, Youngstown and Chicago Railroad Company. The Ohio Company was incorporated with a capital of $2,000,000, to build a railroad from a point on the east line of the State of Ohio to the city of Toledo, and the Pennsylvania Company, with a capital of $2,000,000, was to build from the city of Pittsburgh to some point on the east line of the State of Ohio. The capital stock of the consolidated company is to be $4,000,000, and the consolidated roads are to form one continuous line from Pittsburg to Toledo. Chauncey H. Andrews of Youngstown, Ohio, is president of the company; and the directors are: Wm. J. Hitchcock, Lucius E. Cochran, Youngstown; Louis Miller, Akron, O.; Wm. J. McKennie, Jas. H. Wade, Wm. Chisholm, S. T. Everett, Cleveland, O.; W. S. Bissell, J. A. Caughey, Wm. McCreary, W. M. Short, Pittsburgh, and N. B. Raders, of Allegheny City.

At a meeting of the bondholders of the Connecticut Western Railroad Company, held at Hartford, Conn., on the 30th ult., to complete a new organization under the charter passed by the Legislature authorizing organization as the Hartford and Connecticut Western Railroad Company, and converting the bonds into stock, resolutions were passed providing for organization on a capital of $1,920,000, and the following directors were elected: C. T. Hillyer, T. M. Allyn, L. B. Merriam, J. F. Jones and H. J. Barbour, of Hartford; W. L. Gilbert and George Dudley of Winsted; Frederick Miles, W. H. Barnum and Alexander H. Holley, of Salisbury; Joseph Toy, of Simsbury; Lyman Dunning and E. T. Butler, of Norfolk. The resolutions provide for the scaling down of the bonds and the issue of $600 in stock for $1,000 in bonds and $300 in stock for each $500 bond. And at a meeting of the newly chosen directors held at the same place on the 11th inst., William L. Gilbert, of Winsted, was elected president; C. T. Hillyer, of Hartford, vice president; E. R Beardsley, of Winsted, secretary and treasurer; Lent B Merriam, of Hartford, Joseph Toy, of Simsbury, and E. T. Butler, of Norfolk, an Executive Committee. John F. Jones was appointed superintendent and general freight agent, and Walter Pearce general ticket agent. The new organization will now receive the conveyance of the property and franchise of the old company from the State treasurer, which has been held in trust by the State for the past year. The back taxes of the old company, including those which became due in 1880, the whole amount being upward of $30,000, were abated by act of the last Legislature, provided that the first mortgage bondholders should organize as a railroad corporation before Jan. 1, 1882, and receive from the State treasurer the conveyance of the prop-

erty and franchise of the road. Under the new management the corporation starts free of debt.

Articles of incorporation were filed at Portland, Oregon, on the 28th of June, by Henry Villard, A. H. Holmes, J. N. Dolph, R. Koehler, C. H. Prescott, Paul Schulze, George J. Ainsworth and Joseph Simon, of the Oregon Transcontinental Company. The duration of the organization is perpetual. The capital stock is fixed at $50,000,000. The object is to construct the following railroad and telegraph lines: Between Portland and Umatilla; from Umatilla to connect with the Union Pacific Railroad near Granger station; from Umatilla to Walla Walla; from the last described line to Weston, and thence to Pendleton; from Walla Walla to Snake river, with a branch line to Dayton. Pataha City and Lewiston; from a point on Snake river near the mouth of the Palouse to the headwaters of Spokane river, with necessary branches; from Wallula to Seattle, with a branch line from Benton to the Cedar river coal mines, and also to the Carbon river coal mines; from Wallula to the eastern boundary of Washington Territory, and thence, as consent is gained, through the Territories, of Idaho, Montana, Dakota and the State of Minnesota to Duluth, in that State, with branch lines to connect with the railway system of Wisconsin; from Portland to Astoria; from Portland across the Columbia river to connect with the line running to Seattle; from Portland along the west side of the Willamette valley, through Umpqua and Rogue river valleys, to connect with the railroad system; from Portland along the east side of the Willamette, to connect with the line last described. To purchase, lease, consolidate with, or otherwise acquire other railroads or telegraph lines, or connect with or exchange traffic therewith, or assist and facilitate consecutive railroads in Nevada, Minnesota, Washington, Idaho, Montana or Dakota, or steamship lines running from Portland to any port in the Pacific ocean; issue bonds and secure their payment; to purchase or build docks, bridges, canals, locks, etc.; to borrow money and engage property, or to increase their capital stock. The principal office is to be located at Portland.

Personal.

Robert Garrett was elected first vice president and Samuel Spencer third vice presidedt of the Baltimore and Ohio Railroad Company, on the 13th inst.

A foreign paper describes Hon. Levi P. Morton as being a "baronet looking man, quite affable and democratic, yet with a certain banker's tone."

E. Ryder succeeds H. Hitchcock, resigned, as superintendent of the Galesburg division of the Chicago, Burlington and Quincy railroad.

A workman in the London, Ont., car shops of the Great Western Railway, of Canada is said to be the son of the late Earl of Mar and heir to an estate in Scotland valued at $100,000,000.

Russell Sage has been elected president and S. H. Kneeland vice president of the Metropolitan Elevated Railroad Company, by the newly elected board of directors.

Lorenzo Longhi, a nephew of the famous Delmonico of this city. has contracted to look after the working of the refreshment rooms and dining cars of the Grand Trunk Railway of Canada.

Col. H. T. Douglas, superintendent of the Richmond, York River and Chesapeake Railroad, it is said will be tendered a position in the engineering department of the Richmond and Danville Railroad.

Col. A. A. Folsom, superintendent of the Boston and Providence Railroad, was a passenger on the Arizona, concerning the safety of which some anxiety had been felt, but which arrived at this city after an uneventful voyage last Saturday.

John M. Hood, president and general manager of the Western Maryland Railroad, has declined the offer of the second vice presidency of the Baltimore and Ohio Railroad company and remains with the former road, which has been greatly improved and extended under his management.

Bradford Dunham has been appointed to succeed C. H. Hudson, resigned, as general manager of the Trans-Ohio divisions of the Baltimore and Ohio Railroad, embracing the Central Ohio, Lake Erie, Straitsville and Chicago divisions, with headquarters at Newark, Ohio.

R. W. Thompson, Ex-Secretary of the Navy has been elected president of the Baltimore, Cincinnati and Western Central Railroad Company, which proposes to build a new railroad from Baltimore to Cincinnati over a route projected by way of the south branch of the Potomac and Elk Rivers and Great Kanawha and Ohio rivers.

A. W. Cable, general freight and passenger agent of the Poughkeepsie, Hartford and Boston Railroad, and secretary of the Poughkeepsie Bridge Company, died on Monday last, aged 48 years. He was a prominent resident of Poughkeepsie, was one of the alms house commissioners of that city and was at one time United States Inspector of Internal revenue in the Hudson River counties.

A. A. Gaddis and F. L. Pomeroy who have a wide circle of acquaintances among railroad men and the traveling public, and who have been prominently connected with the Boston, Hoosac Tunnel and Western Railway Co., are now associated again in similar relations on the Ogdensburg and Lake Champlain Railroad. Mr. Gaddis is the general manager of the last named road and Mr. Pomeroy has recently been appointed general freight and passenger agent of that company.

The popularity which a faithful railroad conductor can obtain was demonstrated by the large number of people who met at Bennington, Vt., last Sunday to pay their last tributes of respect and affection to the memory of conductor Fred A. Wilder, late of the Bennington and Rutland Railway. A special train was run from Rutland, Vt., and fully 2,000 people were present at the funeral. Mr. Wilder was a narive of Ashburnham, Mass., and had run the New York and Montreal express train between Bennington and Rutland, and for several years to St. Albans during a consecutive term of nearly fifteen years. He leaves a widow and one child.

A curious custom of not working at all on Saturdays, which is said to have prevailed for 18 years at the widely known machine shops of E. Lyon & Co., 470 Grand St., but which was discontinued in January 1880, is accounted for as follows by a Times reporter from information obtained in a recent interview with Thomas H. Watson, a member of the firm and managing superintendent of the works: Mr. Eliphalet Lyon, the senior member, is a Connecticut Yankee, who is imbued with all the notions of the Seventh Day Baptists, and who faithfully carried them out as far as the management of his farm near New London, where he spends the most of his time, is concerned. Twenty odd years ago he advanced money on a machine shop, which, as its owner was unsuccessful in business, soon afterward fell into his hands, and, farmer as he was, Mr. Lyon was compelled to devote his attention to a business to which he was an entire stranger. His religious scruples forbade him to work his men on Saturdays. Mr. Watson, who was then his superintendent, accommodated himself to this strange order in this wise: He required the men to work until 6:30 every night, and limited their noon hour to 30 minutes. When Friday night came they had worked 56 long hours, and were so exhausted that Saturday and Sunday were hardly sufficient for them to recuperate in. In January, 1880, the engine gave out. Work was so brisk that it must be done or the firm suffer, and Mr. Watson boldly put his men to their tools on Saturday. They now work 10 hours 5 days in the week and 9 hours on Saturdays. No such thing as Saturday labor, however, is known on the firm's books or time accounts. Mr. Watson met the scruples of the senior member by charging all Saturday work as "extra time." He supposes the senior member may possibly know the true state of affairs, but he avoids the subject scrupuously and so does Mr. Lyon. It has become a necessity, Mr. Watson explained, now that their business has enlarged, to work on Satutdays. Mr. Frank H. Stillman, the junior partner and Mr. Lyon's son-in-law, is also a Seventh Day Baptist. For some time before he was admitted to the firm he kept the "time" of the men. "I don't like this Saturday work," he exclaimed energetically one day. Without wounding his feelings Mr. Watson intimated that if business was to be continued business hours must be adopted, and so far as he was concerned business was to be continued. The subject was never again mentioned.

Railroad Earnings.

Central Pacific Railroad, month of June, $3,063,000; June 1880, $1,724,950; first six months 1881, $10,771,763; first six months 1880, $8,504,694.

Flint and Pere Marquette Railroad week ending June 30, $47,853 40, corresponding week 1880, $35,933 35; week ending July 7, $34,484 50 corresponding week 1880, $28,449 75; from June 1 to July 7, $939,150 95; corresponding period 1880, $771,566 45.

Great Western Railway of Canada, week ending July 1, $94 292; corresponding week 1880, $98,801; aggregate increase first six months this year over same period last year $166,814.

Chicago and Grand Trunk Railway, week ending July 2, $30,208, corresponding week 1880, $40,459; aggregate increase June 1 to July 2 over same period last year $114,438.

St. Paul, Minneapolis and Manitoba Railway, week ending June 30, $123,455 58, corresponding week last year, $65,842 55; month of June $405,321 58, June 1880, $243,407 08; from Jan. 1 to June 30, $1,948,281 10, same period last year, $1,438,001 75; week ending July 7, $84,285 06 corresponding week 1880 $54,944 14.

Denver and Rio Grande Railway, first week of July $134,302, corresponding week last year, $71,543; miles now operated 800, operated last year 505.

Interest and Dividends.

The Schuylkill Valley Navigation and Railroad Company have declared a dividend of 2½ per cent, payable July 13.

The Union (Philadelphia) Passenger Railway Company have declared a dividend of $3 50 per share, payable July 22.

The Mill Creek and Mine Hill Navigation and Railroad Company have declared a dividend of 5 per cent payable July 13.

The Mount Carbon and Port Carbon Railroad Company have declared a dividend of 6 per cent, payable July 13.

The Atlantic Coal Company have declared a semi-annual dividend of 10 cents per share, payable in Baltimore on the 1st of August.

The Philadelphia City (Chestnut and Walnut

Streets) Passenger Railway Company have declared a dividend of $3 50 per share, payable July 14.

The St. Paul, Minneapolis and Manitoba Railway Company have declared a dividend of 3 per cent, payable August 1, to stockholders of record July 20.

The Columbus and Hocking Valley Railroad Company have declared a dividend of 20 per cent, payable in the stock of the company on the 11th inst.

The Minehill and Schuylkill Haven Railroad Company have declared a dividend of 3½ per cent, payable July 15.

The Portland, Saco and Portsmouth Railroad Company have declared a dividend of $3 per share, payable July 15.

The Little Schuylkill Navigation and Railroad Company have declared a dividend of 3½ per cent, payable July 18.

The Atchison, Topeka and Santa Fe Railroad Company have declared a quarterly dividend of 2 per cent, payable Aug. 15, to stockholders of record August 2.

The St. Louis and San Francisco Railway Company have declared a dividend of 3½ per cent on the preferred stock, payable August 1 to stockholders of record July 20.

The George's Creek Coal and Iron Comprny have declared a semi annual dividend of $3 per share, payable at the office of John S. Gittings & Co., Baltimore, on the 12th instant.

The Housatonic Railroad Company have declared a quarterly dividend of $2 per share on the preferred stock, payable on the 15th inst., ot the Treasurer's office, Bridgeport, Conn.

The transfer books of the Quicksilver Mining Co. will be closed on the 18th inst., preparatory to declaring a dividend provided a proposed arrangement of the preferred stockholders shall be consummated to discontinue litigation.

The Central Pacific Railroad Company will pay $1 per share on presentation of dividend warrant No. 12, on or after Aug. 1, at the company's offices, either in New York or San Francisco. Transfer books close July 16.

Manufacturing.

A woolen manufacturing company at Pittsfield, Mass., has received an order for a supply of sleeping car blankets for an Italian railroad.

A new method for preserving iron from rust has been invented by Mr. Ward, of London. It is called "inoxydizing." The articles are coated with a silicate composition and heated in a furnace until the composition is fused into the metal. The result is said to be very satisfactory.

The New Haven Palladium says "Rogers & Hubbard of Middletown, have received during the the last twelve months 1,200,000 ox shins from Peter Cooper, of New York. The solid portions of the bone are made into knife handles and buttons, the knuckle-ends into fertilizers. The small portions of the solid bone are ground up—granulated—and used for case-hardening by gun and tool manufacturers. The fine meal or dust taken out by the saw is sold for a fertilizer."

Ellis Brothers of the Schenectady Locomotive works have been turning out new locomotives of late at the rate of thirteen a month, and it is expected that the facilities afforded by the addition recently made to their works will increase the number to fourteen. Among the orders now on hand are forty locomotives for the New York Central and Hudson River Railroad, and thirty for the Lake Shore and Michigan Southern Railway.

A car is being built at the Altoona shops of the Pennsylvania Railroad Company for the transportation of fast horses and their equipments. Compartments for four horses are arranged at one end of the car, the remaining space being used for sulkies, harness, etc. It is proposed to attach the car to passenger trains so that the grooms and sporting stock can be transported from one part of the country to another more promptly and conveniently than by ordinary freight trains.

To preserve railroad ties from decay a process of saturation with creasote or with sulphate of copper is frequently employed. Under a new method proposed by M. Jacques, fatty substances (in the form of a soapy solution) combined with phenic acid are injected into the wood so as to penetrate every fibre of it. After a lapse of eight days a fatty acid is formed which is said to be insoluble in water and to be capable of affording the most complete protection against the rotting caused by moisture.

The Pittsburg Chronicle says: The largest grading plow ever constructed for any railroad company in this country will be delivered to the Chicago, Milwaukee and St. Paul Company next week. Its weight is 2,500 pounds, the landside and share alone weighing 750 pounds. The moldboard is nine feet long, twenty-six inches wide and weighs 180 pounds; landside, six by two inches, and nine feet long; share, six feet long, fifteen inches wide, and half an inch thick; standard, three feet and eight inches long, eighteen inches deep, and ten inches thick. The coulter weighs 200 pounds. The clevis is of thickly wrought iron, and measures five feet in length. The plow is to be drawn by a locomotive running on a temporary track, and is calculated to handle more dirt than 2,000 men could. It will be used by the construction forces on the extension of the Dakota and Hastings division of the road.

The following is taken from a description given by the St. Paul Pioneer Press of two $12,000 sleeping cars recently made for the Northern Pacific Railroad Company at the Barney and Smith works, Dayton, Ohio. The cars on the outside are painted in light colors. They are full length, having fourteen sections of berths, with saloons and closets. There are no state-rooms. The seats are upholstered with maroon-covered plush, with nickel-plated ornaments on the armrests, the latter being made of natural cherry wood. The panels in the outside of the bunks are veneered with ash, while all the other wood work in sight is of cherry. Three hanging lamps, nickel-plated, Hitchcock's patent, shed tempered lustre at night that is reflected back from the mirorrs placed in convenient positions. The windows of the doors admit daylight, variegated by neat ornamentation. In one of the closets is a Baker standard heater; near by is the ladies' dressing-room. Body Brussels carpeting furnishes easy walking for the feet and pleasure to the eye. One of the noticeable features about the bunks is the peculiar chain by which they are lowered. The arrangement is such that the bunk remains in position just as it may be left, so that if the catch in the spring lock should loosen the bunk would not drop on the heads of the passengers sitting beneath. Inside the bucks are racks for apparel during sleeping hours. The cars have twelve wheel trucks with elliptic springs. The platforms are Miller's patent, with automatic brakes. The inside roofing is of veneered oak, ornamented with small figure and scroll work.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending July 2, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad...	212 498	4,141,712	3,767,372
Schuylkill Canal....	23,882	197 873	193,093
Lehigh Valley.....	150,330	3,085 584	2,384,215
Del., Lack. & Western.	95,735	1 950,376	1,622,428
Shamokin Valley....	22,668	507,573	380 132
Central New Jersey.	78,791	1,960,232	1,617,383
United R. R. of New Jersey.....	33,847	743 883	490,864
Pennsylvania Coal ..	35 413	585,882	470,248
Delaware and Hudson	84,042	1,651,497	1 438,788
Huntingdon & Broad Top Mt.....	12,592	236,554	237,814
Penn. and New York.	39,178	798,997	631,832
Clearfield, Pa.....	47,103	1,182,802	698,460

The total tonnage of anthracite coal from all the regions for the week ending July 2, as reported by the several carrying companies, amounted to 671,949 tons, against 404,211 tons in the corresponding week last year, an increase of 267,738 tons. The total amount of anthracite mined for the year is 12,696,564 tons, against 10,383,311 tons for the same period last year, an increase of 2,313,253 tons. The quantity of bituminous coal sent to market for the week amounted to 101,652 tons, against 90,147 tons in corresponding week last year, an increase of 11,505 tons. The total amount of bituminous mined for the year is 2,397,544 tons, against 2,021,747 tons for the corresponding period last year an increase of 375,797 tons. The total tonnage of all kinds of coal for the week is 773,601 tons, against 494,358 tons in corresponding week last year, an increase of 279,243 tons, and the total tonnage for the coal year is 15,094,108 tons, against 12,405 058 tons to same date last year, an increase of 2 689,050 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending June 25 was 158 354 tons, of which 126,939 tons were coal and 31 415 tons coke. The total tonnage for the year thus far has been 4,241,670 tons, of which 3,048,078 tons were coal and 1,193,592 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended July 2 were 48,310 tons, and for the year to that date 950,756 tons, a decrease of 78,124 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week 25,340 tons; year, 666,108 tons; decrease as compared with 1880, 7,896,tons; Chesapeake and Ohio Canal—week, 15,198 tons; year, 174,404 tons; decrease compared with 1880, 65,707 tons. Pennsylvania Railroad—week, 7,836 tons; year, 110,043 tons; decrease compared with 1880, 4,723 tons. The Coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad—week, 43,565 tons; year, 831,953 tons. Baltimore and Ohio Railroad—week, none; year, 38,159 tons. George's Creek and Cumberland Railroad—week, 4,633 tons; year, 23,311 tons. The Reading Railroad tonnage for last week, ending July 9, was 95,000 tons, of which 23,500 tons were sent to and 33,600 tons shipped from Port Richmond,

and 7,800 tons sent to and 7,000 tons shipped from Elizabethport.—[Phila. Ledger July 11.

Corn as Fuel.

Not a few good people, in parts where fuel is cheap and food dear, have been shocked by reports from the West of settlers resorting to corn for fuel. To the sentimentalist it seems dreadful, almost sinful, that grain which might feed thousands of hungry people should be "destroyed" in that way; and we have heard some one speak as though it would be almost a virtue in the Iowa farmer to freeze to death and save the corn for its more legitimate use as food. The Iowa State Register looks at the question in a more matter of fact and sensible way. It has tried corn as fuel, and finds that corn in the ear can be burned in stoves made for either soft or hard coal, and is an especially good fuel for cooking stoves. Moreover, the cost of growing corn in Iowa is so small that it is as economical to raise corn for fuel on the prairies as it is to import coal or grow wood, certainly off the lines of railway. An acre of corn can be raised for about six dollars, including the rent of the land. Fifty bushels of corn will weigh 3,500 pounds, or equal to a ton and three-quarters of soft coal. This, at fifteen cents per bushel (which is as much as corn was worth on the farm away from railways last winter), would be as cheap for fuel as soft coal at four dollars per ton. Two bushels of corn will make a fire which will keep a family warm all day, even in very cold weather. Some recommend raising sunflowers for firewood, but they are not as good as corn. Nor need the talk about burning corn create any reluctance to remove to regions where they have to burn corn for fuel. It can be raised in one-tenth of the time and at less expense than timber can be raised for the purpose, and the farmer may as easily and as conscientiously plant corn for fuel as sunflowers or trees. The Register is of the opinion, however, that, though the prairie farmers will occasionally have to burn corn to keep warm, they are not likely to choose it as fuel when they can get coal or wood.—[Montreal Daily Witness.

The St. Louis, Iron Mountain and Southern Railway Company have decided to proceed at once with the construction of about 250 miles of standard gauge railroad in Arkansas. The new line will leave the main line of the Iron Mountain Road at Noble Station about 200 miles south of St. Louis, and will run south about 250 miles through Forest City to the southeast corner of Ashley County, on the border line of Louisiana. The new line will run for the whole distance through the oldest and richest part of the State and open up new markets of great and growing importance.

William Engler has been awarded the contract for grading one mile of the Baltimore and Delta Railway, from Delta, in York county, Penn., the terminus of the Peach Bottom Railway, to the Maryland line. The Baltimore Sun, from which the above is obtained, says that Hon. Hugh J. Jewett, who is a native of Harford county, Md., is taking a warm interest in the success of the Baltimore and Delta Railroad, and is assisting in the negotiations for the sale in New York of the necessary bonds to complete the road.

The Western extension of the Northern Pacific Railroad has been completed to Glendive, on the Yellowstone. Beyond Glendive to Miles City the road has been graded and some 60,000 ties which have been prepared in the vicinity are being distributed over the road. Work is also progressing favorably beyond Miles City. The cars will be running to Glendive in a few days after the road is completed.

New Pattern Summer Street Cars.

The Philadelphia Ledger says that the Frankford and Southwark (Fifth and Sixth Streets) Passenger Railway Company have placed on the line three summer cars differing in many respects from those in use on other roads, and then adds:

The entrance to the new cars is by the rear platform, the same as to an ordinary car, but instead of the seats running lengthwise, six seats, each holding two passengers, are placed on each side of an eighteen inch aisle, the passengers facing the driver. At the front end of the car one seat extends entirely across it, affording room for six passengers, in all comfortably seating thirty passengers. The drivers' and conductors' platforms are narrower than usual, thus preventing double tiers of passengers on them. The new cars are one inch wider and nearly two feet longer than an ordinary car. They are provided with separate sun curtains to each seat, and a long storm curtain is handily placed outside of these. They are also provided with glazed windows in the front end, which can be raised in case of a too strong draft of air coming in that direction without shutting off the view. The seats are finished in perforated board, and the arms of bronze. This pattern of car, which is the idea of Mr. William P. Cox, the President of the road, is considered by him an improvement over those in use on other roads, especially in manner of ingress, egress and seating.

From Richmond, Va., July 11, we learn that the Richmond, York River and Chesapeake Railroad property, including the Baltimore line of steamers, has been leased by the Richmond and Danville Railroad Company. This property is turned over free of all indebtedness except the mortgage of nine hundred thousand dollars, the interest of which is assumed by the lessee, the lessee receiving one hundred thousand dollars of the unexpended nine hundred thousand to be applied to a permanent betterment of the roadway and equipment. The lessee also undertakes to pay three per cent semi-annually on the stock of between four and five hundred thousand dollars. This practically gives the Richmond and Danville road ownership and control of the line between Richmond and Baltimore via West Point.

The Denver (Col.) Railroad and Mining Gazette says that the Denver and Rio Grande Railway company has awarded contracts for grading its line from Red Cliff down the Eagle and Grand rivers, and has ordered its forces on the South Platte increased and construction pressed between Aceqia, eighteen miles south of Denver, to Fairplay, in the South Park, and to South Arkansas, in the Arkansas valley and to Leadville.

The Gulf, Colorado and Santa Fe Railway has reached a point 100 miles north of Clinton and 33 miles south of Cleburne, Texas. All bridging, grading, &c., are completed, so that track laying goes on uninterruptedly at the rate of a mile and a half a day. The road will reach Cleburne by Aug. 1, and the Chicago, Texas and Mexican Central Railroad by October.

The Chicago and Northwestern Railway Company is under contract with mining companies in Upper Michigan to transport no circus, menagerie or tent show north of the Menominee River. It is claimed by the mining companies that the advent of a circus or tent show into the district during the shipping season results in thousands of dollars damage to their interests.

The Atlanta Cotton Exposition.

Concerning the International Cotton Exposition, which is to be opened Oct. 5 and closed Dec. 31, at Atlanta, Ga., W. I. Kimball the director-general, in a circular recently issued says: "I have the pleasure of announcing that the financial success of this great international enterprise is assured beyond a doubt by the liberal subscriptions that have been made to its stock by the large number of actual entries already made and by the certainty of an immense throng of visitors. On my return from an extensive trip through the North and West, these facts were laid before the Executive Committee at its regular meeting, held June 28, where it was unanimously voted to rescind that part of the rule relating to exhibits which required payment for every square foot of floor space occupied, and to make the entry fee of $25 the only charge against them. Under this decision every merchant, mechanic, or manufacturer in the civilized world can enter his wares for exhibition, and secure the necessary floor space, by sending his formal application, addressed to the International Cotton Exposition, accompanied with his check for the entry fee of $25." In the matter of classification, it has been decided that the first four apartments will contain articles related to textile fabrics, as was originally contemplated. The other two departments will include all products, machines, and manufactures not related to textile fabrics, and will admit any product of human labor.

The Monumental City Railway Company of Baltimore has entered into a contract with George F. Work and John H. Hobart, of Philadelphia, to build and equip the road. Work will begin immediately, and it is expected that the portion within the city limits will be completed by August 31. The route extends from the heart of the city through its eastern portion by way of Patterson Park and Highlandtown to Point Breeze. The officers of the company are Rufus Bennett, president; Howard Mannikhuysen, treasurer; Robert T. Banks, secretary, and Thos. J. McKaig, attorney.

The new railroad between Camden and Marlton, N. J., by way of Haddonfield, built by the Camden and Atlantic Railroad Company, was to to have been formally opened on the 15th inst. This road leaves the track of the Camden and Atlantic Railroad about a quarter of a mile from Haddonfield, and passes through a rich agricultural district, heretofore, inaccessible by railroad communication. The new road will be of great advantage to the people of Marlton and Medford, as well as to those residing along the line.

The engineering corps of the Chicago, Texas and Mexican Central railroad are now working from Dallas to Paris and from Paris to Dallas. It is expected that the survey will be completed in two months, so that the contracts can be let for grading the distance—100 miles. The grading of the 27 miles towards Cleburne has been finished. Surveys for the remaining 23 miles to Cleburne will be ready and contracts for grading let next week.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Alabama Central:	$					
1st Mortgage	1,000,000	6	Jan. & July.	New York.	1918	....
Alabama Great Southern:						
1st Mortgage, 1878	1,050,000	6	Jan. & July.	New York.	1908	....
Receiver's Certf. of Ala. & Chat.	600,000	8	.....	.....	1882	....
Albany and Susquehanna:						
1st Mortgage, 1862	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage, 1865	1,967,000	7	April & Oct.	" "	1885	....
Albany Loan	933,000	6	May & Nov.	" "	'95-'97	....
Consol. M. (guar. by D.&H.Co.)	2,320,000	7	April & Oct.	" "	1906	....
Alexandria and Fredericksburg:						
1st Mortgage, 1862	1,000,000	7	June & Dec.	Philadelphia.	1896	....
Allegheny Valley:						
General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....
Fund Inc. 3d Lien (traf. guar.)	6,986,800	7	" "	Pittsburg.	1894	...
Alliance and Lake Erie:						
1st Mortgage S. F., 1878	150,000	7*	April & Oct.	New York.	1893	....
Ashtabula and Pittsburg:						
1st Mortgage, 1878	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	...
Atchison, Colorado and Pacific:						
1st Mortgage, guar.	16,000pm	6	F.M. A. & N.	New York.	1905	...
Atchison, Topeka and Santa Fe:						
1st Mortgage gold, 1869	7,041,000	7*	Jan. & July.	Boston.	1899	....
Land Grant Mortgage gold, 1870	3,115,500	7*	April & Oct.	"	1900	....
Consolidated Bonds (gold)	278,580	7*	" "	"	1908	...
Construction Notes	78,000	7	Jan. & July.	"	1881	....
Land Income bonds, 1878	480,000	8	" "	"	'83-'88	....
Bonds for Stocks purchased 1880	1,185,000	5	April & Oct.	"	1909	....
Wichita and Southwestern—						
1st Mortgage, guar.	412,000	7*	Jan. & July.	Boston.	1902	....
Pueblo and Arkansas Valley—						
1st Mortgage, gold	1,633,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold, guar.	1,942,200	7*	" "	"	1906	....
Kansas City, Top. & Western—						
1st Mortgage, gold	854,000	7*	Jan. & July.	Boston.	1905	...
Income Bonds	200,000	...	.....	.....	....	....
Pleasant Hill and De Soto—						
1st Mortgage, gold	120,000	7*	April & Oct.	Boston.	1907	....
Florence, El Dorado & West—						
1st Mortgage, gold	310,000	7*	April & Oct.	Boston.	1907	....
New Mexico and So. Pacific—						
1st Mortgage, gold	5,610,000	7*	.....	Boston.	1908	....
Atlanta and Charlotte Air Line:						
1st Mortgage (registered)	500,000	7	April & Oct.	New York.	1897	....
1st Mortgage preferred	4,250,000	7	Jan. & July.	" "	1907	....
Atlantic, Miss. and Ohio:						
1st Mort. consol for $15,000,000	5,470,000	7*	April & Oct.	New York.	1901	....
2d Mort. to State (no int. till '80)	4,000,000	...	.....	.....	....	....
Norfolk and Petersburg—						
1st Mortgage, extended	306,000	8	Jan. & July.	New York.	1887	...
1st Mortgage, extended	157,000	7	" "	" "	1887	...
2d Mortgage	458,000	8	" "	" "	1893	....
South Side—						
1st preferred bonds	684,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	621,000	6	" "	" "	84-'90	....
3d preferred bonds	452,500	6	" "	" "	96-'0	....
Virginia and Tennessee—						
Enlarged Mortgage	990,000	6	Jan. & July.	New York.	1884	....
4th Mortgage	96[illegible],000	8	" "	" "	1900	....
Registered Certificates	84,000	8	" "	Lynchburg.	1875	....
Funded Interest	226,900	8	" "	New York.	1880	....
Atlantic and Pacific:						
1st Mort. S. F. for $25,000,000	25,000 pm	6*	Jan. & July.	N. Y. or Bost.	1910	....
Income Bonds, non-cumulative	18,750pm	6	April & Oct.	.....	1910	....
Atlantic and St. Lawrence:						
2d Mortgage (sterling) of 1864	1,500,000	6*	April & Oct	London.	1881	....
3d Mortgage (sterling) of 1871	713,000	6*	May & Nov.	"	1881	....
Bald Eagle Valley.						
General Mortgage	400,000		Jan. & July.	Philadelphia.	1910	....
Baltimore and Ohio:						
Loan of 1853-'55	1,710,000		April & Oct.	Baltimore.	1885	....
Loan of 1855-'90 (Balt.) skg fd.	2,833,520	6*	Jan. & July	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	2,882,956	6	March & Sept.	London.	1895	....
Loan of 1872-1902 (stg.) S. F.	3,507,352	6*	" "	"	1902	....
Loan of 1874-1910 (stg.) S. F.	9,107,547	6*	May & Nov.	"	1910	....
Sterling Debentures	968,000	6*	Jan. & July.	"	1881	....
Purchase of Connellsville R. R.	800,000	6	" "	Baltimore.	'81-'00	....
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....
Parkersburg Branch Bonds	3,000,000	6	April & Oct.	Baltimore.	1919	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....
Bonds to State of Maryland	368,000	6	" "	"	1888	....
Baltimore and Potomac:						
1st Mort. (Tunnel) gold, S. F.	1,500,000	6*	Jan. & July	Balt. or Lond.	1911	...
1st Mortgage (R. R.) gold S. F.	3,000,000	6*	April & Oct.	Philadelphia.	1911	....
2d Mort. Inc. (R.R. and Tunnel)	2,000,000	6	Jan & July.	Baltimore.	1915	....
Bedford and Bridgeport:						
1st Mortgage	1,000,000	7	April & Oct.	Philadelphia.	1893	....
Belleville and Southern Illinois:						
1st Mort., guar. by St.L.A.& T.H.	1,068,000	8	April & Oct.	New York.	1896	....
Belvidere Delaware:						
1st Mortgage } guar by C. &	1,100,000	6	June & Dec.	Philadelphia.	1902	....
2d Mortgage } A. Co. and	499,500	6	March & Sept.	"	1885	....
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	...
Consolidated Mortgage, 1876	1,200,000	7	Jan. & July.	Trenton, N. J.	1916	....
Bennington and Rutland:						
1st Mortgage	475,000	7	May & Nov.	New York.	1907	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	5,000,000	7	Feb. & Aug.	Boston.	1892	....
Loan of 1875	2,000,000	6	Jan. & July.	"	1895	....
Boston, Barre and Gardner:						
1st and 2d Mortgages	554,000	5	April & Oct.	Worcester.	1893	....
Boston, Revere Beach and Lynn:						
1st Mortgage	138,000	7	Jan. & July.	Boston.	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due	Price.
Boston, Clin., Fitchb. & N. Bed:	$					
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	...
1st Mortgage	547,8[illegible]0	7	" "	"	1889	....
2d Mortgage	252,000	7	" "	"	1890	....
Consolidation Bonds	528,000	7	June & Dec.	"	1896	....
Equipment Notes	870,000	6	Apr. and Oct.	"	'81-'85	....
Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
Boston, Concord and Montreal:						
Sinking Fund Mortgage	624,000	6	Jan. & July.	Boston.	1889	...
Consol. Mortgage for $2,000,000.	1,874,500	6a7	Apr. and Oct.	"	1893	....
Boston and Lowell:						
Bonds of 1872	999,500	7	Apr. and Oct.	Boston.	1892	....
Bonds of 1875	500,000	7	Mar. and Sept.	"	1895	....
Bonds of 1876	750,000	6	Jan. and July.	"	1896	....
Bonds of 1879	620,000	5	" "	"	1899	....
Boston and Maine:						
Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Boston and New York Air Line:						
1st mortgage	500,000	7	Feb. and Aug.	New York.	1895	....
Boston and Providence:						
Bonds to purchase P., W. & B. Rd.	500 000	7	Jan. and July.	Boston.	1893	....
Brooklyn Elevated:						
1st Mortgage for $[illegible],500,000	1,203,000	6*	Mar. and Sept.	New York.	1917	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	550,000	7	Jan. and July.	New York.	1896	....
Buffalo and Erie (L. S. & M. S.):						
Mort. bonds, assumed	200,000	7	Jan. and July.	New York.	1832	....
Mort. bonds, "	300,000	7	March & Sept.	" "	1866	....
Mort. bonds, "	2,834,000	7	Apr. and Oct.	" "	1898	....
Buffalo, New York and Erie:						
1st Mortgage	2,380,000	7	June & Dec.	New York.	1916	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6*	Jan. and July.	New York.	1896	....
2d Mortgage for $1,000,000	546,500	7*	M. J. S. & D.	Buffalo.	1908	....
Burlington, Cedar Rapids & Nor.:						
1st Mortgage	6,500,000	5	June & Dec.	New York.	1906	....
Burl. and Mo. River (C., B. & Q.):						
Land and R. R. Mortgage	4,621,250	7	April & Oct	N. Y. & Bost.	1893	....
Stock (common) Bonds	279,000	8	Jan. & July.	" "	1894	....
Stock (common) Bonds	870,500	8	" "	" "	1889	....
Bur. & Mo. R. in Neb. (C., B. & Q.):						
Bonds convertible until 1882	600,000	8	Jan. and July.	Boston.	1888	....
Consol. Mortgage for $14,000,000	7,605,000	6	" "	"	1918	....
Burlington and Southwestern:						
1st Mortgage ($20,000 per mile)	1,800,000	8	May & Nov	Boston.	1895	....
1st Mortgage (Linneus Branch)	1,600,000	7	.....	"	1892	....
Cairo, Ark. & T. (St. L., I.M. & S.):						
1st Mort., gold (Coup. or Reg.)	1,450,000	7*	June and Dec.	New York.	1897	....
Cairo & Fulton (St. L., I. M. & S.):						
1st Mort. (R.R. and Land)	7,948,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis:						
1st Mortgage	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
California Pacific:						
1st Mortgage, gold	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage, end. by Cen. Pac.	1,600,000	6*	" "	" "	1891	....
3d Mortgage, guar. by Cen. Pac.	2,000,000	6	" "	" "	1905	....
3d Mortgage, guar. by Cen. Pac.	1,000,000	3	" "	" "	1905	....
Camden & Amboy (U. Cos. of N.J.)						
Loan of 1883	1,700,000	6	Feb. and Aug	Philadelphia.	1883	....
Loan of 1889	866,000	6	June and Dec.	Princeton.	1889	....
Mortgage Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Camden and Atlantic:						
1st Mortgage	490,000	7*	Jan. & July.	Philadelphia.	1893	....
2d Mortgage	497,000	6	April & Oct.	"	1904	....
Camden and Burlington County:						
1st Mortgage	350,000	6	Feb. & Aug.	Philadelphia.	1897	...
Canada Southern:						
New Mort., ($14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	...
Carolina Central:						
1st Mortgage	3,000,000	6*	Jan. & July.	New York.	1923	....
2d Mortgage--Income Bonds	3,000,000	7	April & Oct.	" "	1914	....
Catawissa:						
1st Mortgage (old)	230,500	7	Feb. & Aug.	Philadelphia	1882	...
1st Mortgage (new)	1,300,000	7	" "	"	1900	....
Chattel Mortgage	209,850	5	May & Nov.	"	'88-'89	....
Cedar Falls and Minnesota:						
1st Mort. (C. F. to Waverly)	198,000	7	April & Oct.	New York.	1884	....
1st Mort. (W. to Minn. Line)	1,334,000	7	Jan. & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C&NW):						
1st Mortgage, 1861, (10 miles)	700,000	7	Feb. & Aug.	New York.	1891	....
1st Mortgage, 1863, (58 miles)	582,000	7	" "	" "	1894	....
1st Mortgage, 1866, (146 miles)	2,332,000	7	May and Nov.	" "	1916	....
Central Branch Union Pacific:						
1st Mort. (Atch.& Pike's Peak)	1,600,000	6	May & Nov.	New York	1895	....
2d Mortgage Government subsidy.	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	...
Funded Interest Bonds	640,000	7*	May & Nov.	New York.	....	....
Central of Georgia:						
General Mort. for $[illegible],000,000	3,750,000	7	Jan. & July.	N.Y. & Savan.	1893	..
Central of Iowa:						
1st Mortgage	3,700,000	7	Jan. & July.	New York.	1899	....
Debt Certificates, coupon	629,000	7	April & Oct	" "	....	....
Central of L. I. (Flush., N.S.& C.):						
Extension 1st Mortgage	200,000	7	May & Nov.	New York.	1905	....
Central of New Jersey:						
Convertible bonds of 1872	4,400,000	7	May & Nov.	New York.	1902	....
1st Mortgage	5,000,000	7	Feb. & Aug.	" "	[illegible]	....
Newark Branch Bonds	600,000	7	Jan. & July.	" "	1887	....
Adjustment Mortgage	5,550,000	7	May & Nov.	" "	1903	....
Inc. bonds, reg., not cumulative	2,450,000	7	" "	" "	1908	....
Consol. Mort. for $25,000,000	15,000,000	7	J. A. J. & O.	" "	1899	....
L. & W. B. Coal Co., prior liens.	4,500,000	7	.....	.....	....	....
L. & W. B. Coal Co., Con. Mort.	11,500,000	7	M. J. S. & D.	New York.	1900	....
L. & W. B. Coal Co., Inc. bonds	1,200,000	7	May & Nov.	" "	1888	....
Central Ohio (B. and O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Central Pacific:	$					
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'98	....
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	Sacramento.	1884	....
2d Mort. (Governm't Subsidy).	25,885,000	6	" "	U.S. Treasury.	'95 '96	....
1st Mort. (Western Pacific) gold	2,610,000	6*	" "	New York.	1899	....
Government Lien (West. Pac.).	1,970,560	6	" "	U.S. Treasury.	1899	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88-'92	....
1st Mort. (S. Fr., Okld & Ala.)..	687,000	8	" "	" "	1890	....
1st Mort. (San Joaquin V.D.) gold	6,080,000	6*	April & Oct.	" "	1900	....
Land bonds (Cen. Pacific) gold.	6,530,000	6*	" "	" "	1890	...
Income bonds, Sinking Fund ..	2,285,000	8	May & Nov.	" "	1888	....
Central Vermont:						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....
2d Mort., Consol. (").	1,500,000	7	June & Dec	"	1891	...
Equipment Mort. (").	1,600,000	8	May & Nov.	"	'76-'89	....
Income and Extension Bonds..	1,508,600	8	" "	"	1902	....
1st Mort. (Stan., Sh'fl. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	...
Charlotte, Columbia & Augusta:						
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....
2d Mortgage	500,000	7	April & Oct.	" "	1910	....
Chartiers:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....
Cherry Valley, Sharon and Alb.:						
1st Mortgage	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....
1st Mortgage gold "A"	2,000,000	6*	April & Oct.	" "	1908	...
1st Mort. gold "B"	15,000,000	6*	May & Nov.	" "	1908	....
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1918	....
Virginia Central Mort. Coupon..	918,000	6	" "	" "	1884	....
Cheshire:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'86-'96	....
Chicago and Alton:						
1st Mortgage	2,362,000	7	Jan. & July.	New York.	1893	....
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	....
Consol. Bonds (£200 stg. each).	4,379,850	6*	Jan. & July.	London.	1903	....
Sinking Fund Gold Bonds	3,000,000	6*	May & Nov.	New York.	1903	....
1st Mort. (St. L. J. & C.) assumed	564,000	7	April & Oct.	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	....
Trust Mortgage (Burl. to Peoria)	955,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....
Plain 5 per cent bonds	2,356,000	5	" "	Boston.	1901	....
Bonds of 1975, Sinking Fund...	894,000	5	June & Dec	"	1895	....
Plain 7 per cent bonds	858,847	7	Jan. & July.	"	1896	....
Consol. Mortgage for $30,000,000.	13,695,000	7	" "	New York.	1903	....
Chicago and Canada Southern.						
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	....
Chicago, Cincinnati and Louisv..						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clin., Dub. and Minn:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	....
Chicago, Det. and Qu. G'd Junc.:						
1st Mortgage	1,025,000	6	June & Dec.	London.	....	....
Chicago and Eastern Illinois:						
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....
2d Mort., Income, (non-cum.)....	714,329	7	December.	" "	1907	...
Chicago and Grand Trunk:						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	....
2d Mortgage Income	4,000,000	7	September.	New York.	1930	....
Chicago and Iowa:						
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st)	568,200	7	Jan. & July.	Boston.	1888	....
3d Mort. (now 2d)	211,500	7	Feb & Aug.	New York.	1892	....
Chicago and Milwaukee:						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....
Chicago, Milwaukee and St. Paul:						
Consol. Mort. for $35,000,000....	8,433,000	7	Jan. & July.	New York.	1905	....
2d Mortgage	496,000	7	April & Oct.	" "	1884	....
1st Mort. (La Crosse Division.)	6,000,000	7	Jan & July.	" "	1893	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	....
1st Mort. (Minnesota Central.)	183,000	7	" "	" "	1894	....
1st Mort. (St. Paul Division.)	4,000,000	7*	" "	" "	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	" "	1899	....
1st Mort. (Prairie du Chien Div.)	3,674,000	8	" "	" "	1898	....
2d Mort. (" ")	1,315,000	7.3	Jan. & July.	" "	1898	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	....
1st Mort. (Mil. and Western)....	219,000	7	" "	" "	1891	....
1st Mort. (Southwestern Div.).	4,000,000	6	" "	" "	1909	....
1st Mort. (Dav. & N. W.)	1,785,000	5	" "	" "	1919	....
1st Mort. (Chic. and Pac. Div.).	2,000,000	6	" "	" "	1910	....
1st Mort. (So. Minn Division). .	7,000,000	6	" "	" "	1910	....
1st Mort. (Hastings and Dak.)..	2,610,000	7	" "	" "	1910	....
1st Mort. (Chic., C., D. & Minn.)	5,000,000	6	" "	" "	1920	....
1st Mort. (" ")	400,000	7	Feb. and Aug.	" "	1884	....
1st Mort. (Wisconsin Valley)..	1,650,000	6	Jan. & July.	" "	1920	....
Prior Mt. (" ")..	1,103,965	7	.....	.....	....	....
Chicago and Northwestern:						
Preferred sinking fund (198 m.).	971,400	7	Feb. & Aug.	New York.	1885	....
General 1st Mortgage (193 m.) ..	3,440,300	7	" "	" "	1885	....
Funded coupons (193 m.)	676,300	7	May & Nov.	" "	1883	....
Appleton Ext. (23 m. & 76,000 ac.)	116,000	7	Feb. & Aug.	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	180 000	7	" "	" "	1885	....
1st Mort. (Menominee River) ..	560,000	7	Jan. & July.	" "	1906	....
Mississippi River Bridge	153,000	7	" "	" "	1884	....
1st Mortgage (Peninsular)	272,000	7	March & Sept.	" "	1898	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Madison Exten.) S. F.	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort. (Beloit & Madison)....	246,000	7	Jan. & July.	" "	1885	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chic. and N. Western (continued):	$					
Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
General Consol. Gold Bonds ...	12,343,000	7*	June & Dec	" "	1902	....
Sinking Fund Bonds of 1879 ..	6,140,000	5-6	Apr. and Oct	" "	1929	....
1st Mort. ext. (Gal. & Chi. U.)..	1,652,000	7	Feb. & Aug	" "	1887	...
1st Mortgage (Chic. & Mil.).....	1,700,000	7	Jan. and July.	" "	1896	....
1st Mortgage gr. (Iowa Midland)	1,350,000	8	April & Oct	" "	1900	....
1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	" "	1917	...
1st Mort. (Minnesota Valley)..	150,000	7	April & Oct.	" "	908	...
1st Mort. (Roch. and Nor. Mo.).	200,000	7	March & Sept.	" "	1908	...
1st Mort. (Plainview Railroad)..	100,000	7	" "	" "	1908	....
Winona and St. Peter—						
1st Mortgage, guar	2,919,000	7	Jan. & July.	New York	1887	...
2d Mortgage, guar	1,610,000	7	May & Nov.	" "	1907	...
Extension Mortgage Bonds..	4,258,000	7*	June & Dec.	" "	1916	...
Chicago, Pekin & Southwestern:						
1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
2d Mortgage	750,000	8	April & Oct.	.....	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage for $12,500,000....	10,000,000	6	Jan. & July.	New York.	1917	....
Chicago, St. Louis & N. Orleans:						
1st Mortgage for $13,000,000....	3,468,000	7	May & Nov	New York.	1897	...
2d Mortgage for $8,000,000.....	7,253,000	6	June & Dec	" "	1907	....
N. Orleans, Jack. & Gt. Nor.—						
1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	1,500,000	8	April & Oct.	" "	1890	....
Mississippi Central—						
1st Mortgage	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage	1,996,000	8	Feb. & Aug.	" "	1886	...
Chi. & Southwes'n (C., R.I. & Pac.):						
1st Mortgage, gold, guar	5,000,000	7	May and Nov.	New York.	1899	....
Chicago, St. Paul, Minn. & O.:						
Consol. M., 1880, for $30,000,000.	7,600,000	6	June & Dec.	New York.	1930	....
Chicago, St. Paul, and Minn.—						
1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1918	....
2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	....
St. Paul, Stillw'r & Tay. Falls—						
1st Mortgage	450,000	8	Jan. & July.	New York.	1901	..
St. Paul and Sioux City—						
1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	...
North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	" "	1930	...
Chicago and West Michigan:						
1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B. & O. & M. & C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
2d Mortgage of 1865	494,000	7	Jan. & July.	New York.	1885	....
Consol. S. F. M. for $3,000,000..	1,224,000	7	April & Oct.	" "	1905	....
Cincinnati, Ham. & Ind. (C., H. & D.):						
1st Mortgage, guar	2,500,000	7	Jan. and July.	New York.	1908	....
Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage	499,000	7	June & Dec.	New York.	1892	....
2d Mortgage, guar	1,545,800	7	Jan. and July.	" "	'82-'92	....
Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, 1880, for $7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mort. (Ind. Cin. and Laf) ..	2,879,000	7	Feb. and Aug.	" "	1897	...
Equipment Bonds, reg. (do.).....	187,000	10	March & Sept.	" "	1883	....
1st Mort. (Indianap. & Cin.) '55	1,600,000	7	April & Oct.	" "	1886	....
1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	" "	1892	....
2d Mort. (" ") guar.	1,545,800	7	Jan. & July.	" "	'82-'92	....
1st Mort. (Cin., Laf and Chi.)..	1,120,000	7*	March & Sept.	" "	1901	....
Cin., Laf. & Chi. (C., I., St. L. & C.):						
1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C., H. & D.	560,000	7	Jan. and July.	New York.	1896	....
2d Mortgage " "	65,000	7	" "	" "	1880	....
Cinc., Rich. & Ft. Wayne (G. R. & I.):						
1st Mortgage gold, guar	1,800,000	7*	June and Dec.	New York.	1921	...
Cin. Rockport and Southwestern:						
1st Mortgage, gold	266,500	6*	Jan. and July.	New York.	1908	....
Cincinnati, Sandusky and Clev.:						
2d Mortgage	1,100,300	7	June and Dec.	New York	1899	....
1st Mort. (San., Day. & Cin.)	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1897	....
Cincinnati and Springfield:						
1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	...
2d Mortgage	651,000	7	Jan. and July.	" "	1902	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (C., C. and C. R. R.)..	125,000	7	June and Dec.	" "	'75-'94	....
1st Mort. (Bell. and Ind. R.R.)..	408,000	7	Jan. & July.	" "	1899	....
Consol. Mortgage for $7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
Cleveland & Mahoning Valley:						
1st Mortgage, extended	630,000	7*	Feb. & Aug.	New York.	1893	....
1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,350,000	7*	Jan. & July.	New York.	1900	....
1st Mort. (Columbus Ext.)	950,000	7*	" "	" "	1902	....
Income Bonds	669,000	7	March & Sept.	" "	1905	....
Cleveland and Pittsburg (Pa. Co.):						
Construction and Equip. bonds.	1,407,000	7	Jan. & July.	New York.	1913	....
4th (now 1st) Mortgage, guar....	1,096,000	6	" "	" "	1892	....
Consol. sinking fund guar	2,561,300	7	May & Nov.	" "	1900	....
Clev., Painesville & Ashtabula:						
3d Mort., reg., ass'd by LS & MS.	920,000	7	April & Oct.	New York.	1892	....
Cleveland and Toledo:						
1st Mort., s.f. (ass'd by LS & MS.)	1,595,000	7	Jan. & July.	New York.	1885	....
2d Mortgage (" ")	849,000	7	April & Oct.	" "	1886	....
Clev., Tus. Valley and Wheeling:						
1st Mort. (L. S. and T. V.)	2,000,000	7*	April & Oct.	Cleveland.	1901	....
1st Mortgage, new	700,000	7	Jan. & July.	"	1909	....
2d Mortgage, new	1,297,000	7	Jan. & July.	"	1907	....
1st Mort. (Ellis and Black Riv.	180,000	7	May & Nov.	"	1892	...

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Celebrookdale:	$					
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....
Colorado Central:						
1st Mortgage, new	2,526,000	7*	June & Dec.	Boston.	...	....
Columbia and Port Deposit:						
1st Mortgage	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	10,478,000	7	April & Oct.	New York.	1903	....
2d Mortgage skg fund	120,000	7	Feb. & Aug.	" "	...	....
Income convertible	8,995,000	7	" "	" "	1890	....
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	" "	'93-'95	....
2d Mort. (" ")	23,200	7	Jan. & July.	" "	....	....
1st Mort. (Cin. and Chi. Air-L.)	113,000	7	F. M. A. & N.	" "	'86-'96	....
1st Mort. (Col. and Ind. Cent.)	2,652,000	7	Jan. & July.	" "	1904	....
2d Mort. (" ")	821,000	7	May & Nov.	" "	1904	....
1st M. (Col. & Ind.) 1st&2d pref.	372,000	7	Jan. & July.	" "	1883	....
1st Mort.(Tol., Logansp't & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....
Income (" ")	67,545	7	" "	" "	....	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....
Union Trust Co. Certificates	1,500,000	...	.....	.....	....	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	....
2d Mortgage	730,000	7	" "	" "	1892	....
Columbus, Springfield and Cin.:						
1st M.(assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Toledo:						
1st Mortgage for $2,500,000	2,468,000	7	Feb. & Aug.	New York.	1905	....
Columbus and Xenia:						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st Mortgage	500,000	7	.....	Concord, N.H.	1894	....
Connecticut Central:						
1st Mortgage for $400,000	325,000	7	April & Oct.	.....	1895	....
Connecticut and Passumpsic Riv.:						
New Mortgage for $1,500,000	1,499,500	7	April & Oct.	Boston.	1893	....
Coupon Notes	123,000	7	June & Dec.	"	1881	....
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1890	....
Connecticut Western:						
1st Mortgage	3,200,000	7	Jan. & July.	New York.	1900	....
Connecting (Philadelphia):						
1st Mort. A., B. C., D. & E.	991,000	6	March & Sept.	Philadelphia.	'00-'04	....
Coraing, Cowanesque & Antrim:						
1st Mortgage	450,000	7*	Jan. & July.	.....	1885	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	594,000	6	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage, sinking fund	109,500	8	" "	"	1906	....
Plain bonds	81,800	6	" "	"	1884	....
Danbury and Norwalk.						
1st Mortgage	200,000	7	Jan. & July.	New York.	1890	....
2d Mortgage	200,000	7	" "	" "	1892	....
Consolidated Mortgage	100,000	6	" "	" "	1920	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....
2d Mortgage, guar	426,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar	851,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar	105,500	7	March & Sept.	" "	'81-'84	....
Dayton and Union:						
1st Mortgage	90,000	7	.....	.....	1879	....
2d Mortgage	135,000	7	.....	.....	1879	....
Income Bonds	252,445	7	.....	.....	1879	....
Dayton and Western (L. M. R.R):						
1st Mortgage (assumed)	495,000	6-7	Jan. & July.	New York.	1905	....
Delaware (P. W. and Balt.):						
1st Mortgage, guar	650,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Bound Brook:						
1st mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....
Delaware, Lackawan. & Western:						
2d Mortgage	1,633,000	7	March & Sept.	New York.	1881	....
Convertible Bonds	600,000	7	June & Dec.	" "	1892	....
Consol Mortgage Bonds	3,067,000	7	March & Sept.	" "	1907	....
1st M. Ext.(Lack.& Bloomsburg)	370,900	7	" "	" "	1885	....
Denver Pacific (Union Pacific):						
1st Mortgage gold, land grant	527,000	7*	May & Nov.	New York.	1899	....
Denver & Rio Grande:						
1st Mort. gold, skg fund	6,382,500	7*	May & Nov.	New York.	1900	....
1st Mort. (Ark. Valley Div.)	1,040,000	7*	" "	" "	1902	....
Consolidated Mortgage	8,475,000	7	Jan. & July.	" "	1900	....
Denver, South Park and Pacific:						
1st Mort., gold sinking fund	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....
Des Moines and Ft. Dodge:						
1st Mortgage (coupon)	2,200,000	6	Jan. & July.	New York.	1905	....
Detroit & Bay City (Mich. Cent.):						
1st Mort. ($424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....
2d Mort. (" ")	3,500,000	6	" "	" "	1918	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....
1st Mort. (Detr. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....
2d Mort. (" ")	100,000	7	Jan. & July.	" "	1882	....
3d Mort. (" ")	250,000	8	Feb. & Aug.	" "	1888	....
Detroit, Lansing and Northern:						
1st Mortgage	2,265,000	7	Jan & July.	Boston.	1907	....
1st Mort. (Iowa and Lansing)	770,000	8	" "	"	1889	....
2d Mort. (" ")	81,000	8	May & Nov.	"	1890	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage	924,000	7	Feb. & Aug.	New York.	1906	....
Dixon, Peoria and Hannibal:						
1st Mort., guar. by C., B. and Q.	546,500	8	Jan & July.	New York.	1889	....
Dubuque and Sioux City:						
1st Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1883	....
1st Mortgage 2d division	580,000	7	" "	" "	1894	....
Dubuque and Dakota:	$					
1st Mortgage, gold, guar	550,000	6*	Jan. & July.	New York	1919	....
Dubuque Southwestern:						
1st Mortgage	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred	81,500	7	Jan. & July.	" "	1883	....
Dunkirk, Allegheny Val. & Pittsb.:						
1st Mortgage (gold)	2,000,000	7*	June & Dec.	New York	1890	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1890	....
3d Mortgage	200,000	7	" "	" "	1890	....
East Broad Top:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1903	....
East Pennsylvania (Ph. & Va.):						
1st Mortgage, guaranteed	495,900	7	March & Sept.	Philadelphia.	1888	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	190,000	4	" "	" "	'82-'87	....
Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	....
Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
Company Bonds (" ")	634,000	6	" "	" "	'80-'85	....
Eastern (Mass.):						
1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
Certificates of Indebtedness	13,398,430	4½*	" "	Bost. & Lond.	1906	....
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Philadelphia.	1900	....
Eel River:						
Equipment Bonds	118,000	7	F. M. A. & N.	.....	1885	....
Elizabethtown, Lex. & Big Sandy:						
1st Mortgage, gold	1,200,000	6*	March & Sept.	New York.	1902	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	5	Jan. & July.	Philadelphia.	1910	....
Income Mortgage guaranteed	570,000	5	April & Oct.	"	2862	....
Erie—See N. Y., Lake E. & W						
Erie and Pittsburg (Penn. Co.):						
1st Mortgage	290,700	7	Jan. & July.	New York.	1882	....
2d Mortgage	92,300	7	April & Oct.	" "	1890	....
Consolidated Mortgage	2,194,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	685,000	7	April & Oct	" "	1890	....
European & N. American (Me.):						
1st Mort. (Bangor City Bonds)	1,000,000	6	Jan. & July.	Boston.	1894	....
Evansville and Terre Haute:						
1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mortgage (100 m.) "	611,000	7	May & Nov.	" "	1887	....
Consolidated Mort. for $1,500,000	255,000	6	Jan. & July.	" "	1910	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, gold	325,000	6*	Jan. & July.	"	1903	....
Fitchburg:						
Bonds of 1874	500,000	6	April & Oct.	Boston.	1894	....
Bonds of 1877	500,000	6	" "	"	1897	....
Bonds of 1879	500,000	5	" "	"	1899	....
Flint and Pere Marquette:						
1st Mort. Land Gr. (3d series)	1,722,000	8	March & Sept.	New York.	1888	....
Flint & Holly S. F. ($25,000 p.y.)	300,500	10	May & Nov.	" "	1888	....
1st Mort. (Bay C. & L. Sag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
1st Mort. skg. fil. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
Reorgat'n bds (redeem. at will).	.....	6	.....	.....	1910	....
Florida Central:						
1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Flushing, North Shore and Cent.:						
1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mort. (" ")	400,000	7	" "	" "	1900	....
1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1900	....
Fort Madison and Northwestern:						
1st Mortgage, gold	700,000	7*	April & Oct.	New York.	1905	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage	1,800,000	7*	April & Oct.	Boston.	1889	....
2d Mortgage	500,000	8	" "	"	1896	....
Equipment Mortgage	345,000	8	Jan. & July.	"	1881	....
Framingham and Lowell:						
1st Mortgage	500,000	7	April & Oct.	Boston.	1890	....
Frankfort and Kokomo:						
1st Mortgage gold	200,000	7	Jan. & July.	New York.	1903	....
Fremont, Elkhorn & Mo. Valley:						
1st Mortgage	690,000	7	April & Oct.	New York.	1901	....
1st Mortgage	312,000	7	" "	" "	1899	....
Income Bonds	317,082	7	" "	" "	1886	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,632,000	7	Feb. & Aug.	New York.	1882	....
Galv., Harrisburg & San Antonio.						
1st Mortgage, gold, land grant	4,800,000	6*	Feb. & Aug.	New York.	1910	....
2d Mortgage	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Galveston, Houston & Henderson:						
1st Mortgage	1,498,000	7*	Jan. & July.	New York.	1902	....
Geneva, Ithaca and Sayre:						
1st Mortgage, skg. fd., guar	600,000	7*	Jan. & July.	New York.	1890	....
Georgia (and Banking):						
Company bonds (debentures)	425,000	7	Jan. & July.	Augusta	'80-'90	....
Company bonds (debentures)	1,156,000	6	" "	"	'90-'97	....
Grand Rapids & Indiana:						
1st Mortgage L. G. guar. gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. L. G. not guar. gold	3,013,000	7*	April & Oct.	" "	1899	....
Income Mortgage bonds	987,000	7	March & Sept.	" "	1906	....
Grand River Valley (Mich. C.):						
1st Mortgage guar	1,000,000	8	Jan. & July.	New York.	1886	....
Grand Rapids, Newaygo & L. S.:						
1st Mortgage	576,000	8	Jan. & July.	New York.	1891	....
2d Mortgage	200,000	7	June & Dec.	" "	1905	....
Great Western Railway of 1859:						
1st Mort., ass'd by W., St. L. & P.	495,000	7	Feb. & Aug.	New York.	1888	....
2d Mort., " " "	2,500,000	7	May & Nov.	" "	1893	....
Green Bay and Minnesota:						
1st Mortgage	3,200,000	7*	Feb. & Aug.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Greenville and Columbia:	$					
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....
1st Mortgage not guaranteed	642,192	7	" "	"	'81-'86	...
Hannibal & Cent. Mo. (M. K. & T.):						
1st Mortgage	768,000	7	May & Nov.	New York.	1890	....
2d Mortgage	3[illegible],000	7	" "	" "	1892	...
Hannibal & Naples (W., St. L. & P.)						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500 000	6	Jan. & July.	New York.	1894	....
Missouri State Loan	1,500 000	6	" "	" "	'86-'87	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	" "	1885	....
General Land Mortgage	442 000	7	Jan. & July.	" "	1888	....
1st Mort. (Quincy & Palmyra)	433,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (Kansas City & Cam.)	1,200,000	10	Jan. & July.	" "	1892	....
Harrisb., Ports., Mt. Joy & Lan.:						
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Harrisburg and Potomac:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	..
Hartford and Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Holly, Wayne & Monroe (F. & P. M):						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'96	..
Housatonic:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	..
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883	....
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	..
Houston, East and West Texas:						
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893	....
Houston and Texas Central:						
1st Mortgage L. G, skg fund, gold	6,262,000	7*	Jan. & July.	New York.	1891	....
1st Mortgage (L. G. West. Div.)	2,270,000	7*	" "	" "	1891	....
1st Mort. (Waco & N. W. Div.)	969,000	7*	" "	" "	1903	...
Income and Indemnity bonds	2,500,000	7	May & Nov.	" "	1887	....
Consol. Mort., L. G. (M. & W. D.)	3,642,000	8	April & Oct.	" "	1912	....
Consol. Mort., L. G (Waco & N.)	580,000	8	May & Nov.	" "	1915	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	...
2d Mortgage, gold	267,500	7*	Feb. & Aug.	"	1895	....
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1[illegible]95	....
Illinois Central:						
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....
Sterling Bonds, £500,000	2,500,000	6*	" "	London.	1895	....
Sterling Bonds, £200,000	1,000,000	5*	June and Dec	"	1905	....
Sterling Bonds, Sinking Fund	4,200,000	5*	April & Oct.	"	1903	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	" "	....	....
Illinois Grand Trunk (C., B. & Q.):						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....
Illinois Midland:						
1st Mortgage, gold	4,175,000	7*	Jan. & July.	.....	1905	....
Illinois & So. Iowa (W., St. L. & P):						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....
Indiana, Blooming. & Western:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	" "	1909	....
2d Mortgage	1,500,000	3-6	Jan. & July.	" "	1909	....
Income Bonds	1,500,000	6	" "	" "	1919	....
Indianapolis, Decatur & Spring.:						
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	....
2d Mortgage, Income	2,6[illegible]9,000	7	Jan. & July.	" "	1906	....
Indianapolis and Madison:						
1st Mort. assumed by J., M. & I.	397,000	7	May & Nov.	New York.	1881	....
Indianapolis and St. Louis:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....
2d Mortgage	906,000	7	April & Oct.	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	" "	1900	....
International and Gt. Northern:						
1st Mort. (purchase money) gold	6,024,000	6*	May & Nov.	New York.	1919	....
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	" "	1909	....
Ionia and Lansing (D., L. & N.):						
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....
Iowa Falls and Sioux City:						
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....
Iowa & Minnesota (C., M. & St. P.)						
1st Mortgage	3,310,000	7	Jan. & July.	New York.	1897	....
Ithaca, Auburn and Western:						
2d Mortgage, Income	498,090	7	Jan. & July.	New York.	1907	....
Jackson, Lans. & Sag. (Mich. Cen.):						
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	" "	1890	....
Consolidated Mortgage	1,943,000	8	March & Sept.	" "	1891	....
Jacksonville, Pensac. and Mobile:						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L. S. & M. So.):						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,382,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	" "	1881	....
Junction and Breakwater:						
1st Mortgage	400,000	6	Jan. & July.	New York.	1890	....
2d Mortgage	250,000	6	Feb. & Aug.	" "	1896	....
Jersey City and Bergen:	$					
1st Mortgage	385,000	7	.....	.....	....	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	306,000	8	Jan. & July.	New York.	1882	....
Joliet and Northern Indiana:						
1st Mort. guar. by Mich. Cent.	300,000	7	Jan. & July.	New York.	1907	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1909	....
Kalamazoo, Allegan & Gr. Rapids:						
1st Mort. assumed by L. S. & M. So.	340,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L. S. & M. S.	100,000	8	Jan. & July.	New York.	1888	....
Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1889	....
2d Mortgage " "	70,000	8	" "	" "	1890	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L. S. & M. S.	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Cameron:						
1st Mort., ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1892	....
Kansas Central:						
1st Mortgage for $2,400,000	504,000	7	April & Oct.	New York.	1909	....
Kansas City, Burl. & Santa Fe:						
1st Mortgage	600,000	8	.....	.....	....	...
New Mortgage	1,500 000	7	Jan. & July.	New York.	1910	..
Kansas City, Ft. Scott & Gulf:						
1st Mort., L. G., sinking fund	4,000,000	7	Jan. & July.	Boston.	....	...
Mortgage on Branches	1,325,000	...	.....	"	....	...
Kansas City, Lawrence & So.:						
1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1909	....
1st Mort. (So Kansas & West.)	545,000	7	Jan. & July.	"	1910	....
1st Mort. (Sumner Co. R. R.)	300,000	7	.....	"	1910	..
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage	4,495,522	7	" "	" "	1907	....
Income Bonds	2,488,174	6	Apr'l & Oct	Boston.	1907	..
Kansas City, St. Louis & Chicago:						
1st Mortgage	3,000,000	6*	May & Nov.	New York.	1903	....
Kan. City, Top. & W. (A., T. & S. Fe)						
1st Mortgage	354,000	7*	Jan. & July.	Boston.	1905	....
Income Bonds	200,000	...	.....	.....	....	....
Kansas Pacific (Union Pacific):						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. (2d Div. 253.94 m.) gold	4,063 000	6*	June & Dec.	" "	1896	....
1st M. (3d D. 244.66 m. & 3,000,000 s)	6,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
1st Mort. (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	" "	1880	....
2d Mort. (")gold	850,000	7*	March & Sept.	New York.	1886	....
1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	" "	1896	....
2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	....
Kentucky Central:						
2d Mort. (Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	....
3d Mortgage	223,000	7	June & Dec.	" "	1885	....
Keokuk and Des Moines:						
1st Mort. guar. by C., R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	....
Knox and Lincoln:						
1st Mortgage	2,395,000	6	Various.	Boston.	'80-'02	....
Knoxville and Ohio:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1906	....
Lake Erie and Western:						
1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York	1919	....
Income Bonds, conv. (non-cum.)	1,485,000	7	August.	" "	1899	....
1st Mortgage (Sandusky Ext.)	327,000	6	Jan. & July.	" "	....	....
Income (Sandusky Extension)	600,000	...	.....	" "	....	....
1st Mort. (Lat., Bl. & Muncie)	2,500,000	6*	May & Nov.	" "	1919	....
Income (" " ")	1,000,000	7	Annually.	" "	1899	....
Lake Ontario Southern:						
1st Mortgage, gold	1,000,000	6*	April & Oct.	New York.	1910	....
Lake Shore & Michigan South'n.:						
Consol. Mort., S. F., Regist'd. }	9,441,000	7	J. A. J. & O.	New York.	1900	....
Consol. Mort., S. F., Coupon. }		7	Jan. & July.	" "	1900	....
2d Consol. Mort. for $25,000,000	10,460,000	7	June & Dec.	" "	1903	....
Bonds of 1882 (Reg. & Coupon)	2,705,000	7	April & Oct.	" "	1882	..
Lake Shore Dividend Bonds	1,356,000	7	" "	" "	1899	....
3d Mort. (Clev., Pain. & Ash.)	920,000	7	" "	" "	1892	....
1st Mort. (Mich. & Nor. Ind.)	5,255,000	7	May & Nov.	" "	1885	....
1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	" "	1885	....
2d Mort. (" ")	849,000	7	April & Oct.	" "	1886	....
Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds (" ")	300,000	7	March & Sept.	" "	1886	....
Mort. Bonds (" Erie)	2,834,000	7	April & Oct.	" "	1896	....
1st M. (Detr't, Monroe & Toledo)	924,000	7	Feb. & Aug.	" "	1906	....
1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	" "	1890	....
1st M. (School. & Three Rivers)	100,000	8	" "	" "	1887	....
1st M. (Kalamaz. & Schoolcraft)	100,000	8	" "	" "	1887	....
1st M. (Kal., Allegan & Gr. Rap.)	340,000	8	" "	" "	1888	....
1st M. (Jamestown & Franklin)	397,000	7	" "	" "	var	....
2d M. (" ")	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	....
Leavenworth, Atch. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	....
Lehigh and Lackawanna:						
1st and 2d Mortgages	600,000	7	June & Dec.	Philadelphia.	1907	....
Lehigh Valley:						
1st Mortgage (coupon & reg.)	5,000,000	6	June & Dec.	Philadelphia.	1903	....
2d Mortgage registered	6,000,000	7	March & Sept.	"	1910	....
Consol. Mort., gold, coup. & reg.	14,204,000	6*	June & Dec.	"	1923	....
Little Miami:						
1st Mortgage	1,492,000		Jan. & July.	Cincinnati.	1893	....
Street Connection Bonds	475,000		Various.	"	1894	....
Little Rock and Fort Smith:						
1st Mortgage L. G. sinking fund.	2,550,000	7	Jan. & July.	Boston.	1906	....
Little Rock, Miss. Riv. & Texas:						
1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1896	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Little Schuylkill (Phila. & Rdg.):	$					
1st Mortgage, Skg. Fd	468,000	7	April & Oct.	Philadelphia.	1882	....
Long Island:						
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	" "	" "	1884	....
1st Mortgage	1,121,500	7	" "	" "	1893	....
2d Mortgage	986,772	7	Feb. & Aug.	" "	19 8	....
Atlantic Ave. Improve. Certif.	114,900	7	.....	" "	'81-'82	....
1st Mort. (Smithtown & Port Jef.)	600,000	7	March & Sept.	" "	1901	....
1st Mort. (Newtown & Flush.)	108,500	7	May & Nov.	" "	1891	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	" "	1901	....
Louisiana & Mo. Riv. (Ch. & Al.):						
1st Mortgage	1,851,000	7	Feb & Aug.	New York.	1900	....
2d Mortgage	300,000	7	May & Nov.	" "	1900	....
Louisville, Cincin. and Lexington:						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....
1st Mortgage	2,900,000	7	" "	" "	1897	....
New Mortgage for $1,000,000	761,700	7	April & Oct.	" "	1907	....
Louisville and Nashville:						
General Mortgage for $20,000,000	5,000,000	6*	June & Dec.	N. Y. & Louis.	1930	....
Consol. Mort. S. F. for $8,000,000	7,070,000	7	April & Oct.	" "	1898	....
2d Mortgage, Gold 10-year	2,000,000	7*	May & Nov.	" "	1883	....
1st Mort. (Lebanon Branch)	88,000	7	" "	New York.	'80-'85	....
1st Mort. (Memphis and Ohio)	3,500,000	7	June & Dec.	London.	1901	....
1st Mort. (Memp. & Clarksv. Br.)	2,2 0,770	6*	Feb. & Aug.	"	1902	....
1st Mort. (Cecilian Branch)	1,000,000	7	March & Sept.	New York.	1907	....
1st Mort. (N. Orleans & Mo.)	5,000,000	6*	Jan. & July.	" "	1930	....
Mort (Evans., Hend. & Nash.)	1,600,000	6*	June & Dec.	" "	1919	....
Louisville Loan (no mortgage)	850,000	6	Apr. and Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br.)	225,000	6	May & Nov.	" "	1886	....
Louisv. Loan (Leb. Br. Exten.)	333,000	6	April & Oct.	N. Y. & Louis	1893	....
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884	....
Trust Company Certificates	492,200	6	April & Oct.	" "	1884	....
Louisville, New Albany & Chic.:	$					
1st Mortgage	3,000,000	6	.....	.....	....	....
McKean and Buffalo:						
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....
Macon and Augusta:						
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....
1st Mortgage not endorsed	100,000	7	" "	" "	1887	....
Madison & Portage (C., M. & St. P.):						
1st Mortgage	600,000	7*	Apr. and Oct.	New York.	1902	....
Mahoning Coal:						
1st Mortgage	1,480,000	7	Jan. & July.	New York.	1902	....
Maine Central:						
Consolidated 1st Mortgage	3 903,700	7	April & Oct.	Boston.	1912	....
$1,100,000 Loan, tax free	756 960		Jan. & July.	"	1898	....
Extension (gold) Loan	496,500	6*	April & Oct.	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly.	"	'90-'91	....
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portl	1888	....
Consol. Loan (Port. & Kennebec.)	1,166,700	6	" "	Boston.	1895	....
1st Mort. (Leeds & Farm'gton)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O.	"	1891	....
Manhattan Beach:						
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....
2d M., conv. (" ")	300,000	..	.....	" "	....	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890	....
Marietta and Cincinnati:						
1st Mortgage, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500 000	7	May & Nov.	"	1896	....
3d Mortgage Dollar	3,000,000	8	Jan. and July.	"	1890	....
4th Mortgage	4,000,000	8	April & Oct.	"	1908	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....
Marquette, Houghton & Ontonagon:						
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....
1st Mortgage	2,482,200	6	March & Sept.	"	1908	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6*	Jan. & July.	Boston.	1890	....
Massachusetts Central:						
1st Mortgage for $3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....
Memphis and Charleston:						
1st Mortgage, extended	1,294,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,000,000	7	" "	" "	1885	....
1st Mortgage (Tennessee Div.)	1,400,000	7	" "	" "	1916	....
Consolidated Mortgage	551,000	7	" "	" "	1916	....
Memphis and Little Rock:						
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....
General Mortgage, Land Grant.	2,600,000	4	January.	" "	1907	....
Metropolitan Elevated:						
1st Mortgage	3,500,000	6	Jan. & July.	New York.	1908	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899	....
Mexican Central:						
1st Mortgage	11,430,000	7	.....	.....	....	....
Income Bonds conv., non-cum.	2,000,000	3	.....	.....	....	....
Mexican National:						
1st Mortgage, gold	7,500,000	6*	.....	.....	1911	....
Michigan Air Line (Mich. Cent.):						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890	....
Michigan Central:						
1st Mortgage, convertible	437,000	8	April & Oct.	New York.	1882	....
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882	....
Consol. Mortgage for $13,000,000	8,000,000	7	May & Nov.	" "	1902	....
1st Mort. (Mich. Air Line) assu'd	1,900,000	8	Jan. & July.	" "	1890	....
Equipment Bonds for $300,000	556,000	8	Apr. and Oct	" "	1883	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909	....
Mich. So. and North'n Indiana:						
1st Mort. assum'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....
Middletown, Unionv. & W. Gap:						
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....
Midland of New Jersey:						
1st Mortgage	2,500,000	5-6	April & Oct.	New York.	1910	....
Income Bonds, Class, A and B	4,700,000	6	" "	" "	1950	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Milwaukee, Lake Sh. & Western:	$					
1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York	1895	....
1st Mort. (North rn Division)	572,000	7	March & Sept.	" "	1909	....
1st Mort. (Oshkosh Division)	200,000	7	Feb & Aug.	" "	1909	....
1st Mort. (Wausau Division)	280,000	7	" "	" "	1910	....
1st Mortgage (Equipment)	179,000	9	June & Dec.	" "	1899	....
Mineral Point:						
1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
Minneapolis & St. Louis:						
1st Mort. (Min. to Merriam Junc.	455,000	7*	Jan. & July.	New York.	1907	....
1st Mort. (Merriam J. to Al. Lea)	950,000	7*	June & Dec.	" "	1927	....
1st M. (Minn. to White B. L.) guar.	280,000	7*	May & Nov.	" "	1907	....
1st Mort. (Al. L to Ft. Dodge) gold	1,02 ,000	7	June & Dec.	" "	1909	....
Mortgage (Southw. Ext.) gold	12,000pm	7*	" "	" "	1910	....
Minnesota Valley (C. & N.W.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
Mississippi and Tennessee:						
1st Mortgage, Series A	976,000	8	April & Oct.	New York.	1902	....
2d Mortgage, Series B	1,001,000	8	Jan. & July.	" "	1902	....
Missouri, Kansas and Texas:						
1st Mort. (U. Pac. S. Br.) skg fund	2,318,000	6*	Jan. & July.	New York.	1899	....
1st Mort. (Tebo & Neosho) S. F.	349,000	7	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	" "	'04-'06	....
2d Mortgage, Income	7,571,553	6	April & Oct.	" "	1911	....
Brownville Bridge bonds, guar.	956,000	7*	May & Nov.	" "	1906	....
Consol. Mort. for $45,000,000	.....	...	.....	.....	....	....
Missouri Pacific:						
1st Mortgage gold	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund	2,572,000	7	Jan. & July.	" "	1891	....
3d Mortgage	4,500 000	7	May & Nov.	" "	....	....
St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
1st Mort. (Carondelet Branch)	250,000	6*	April & Oct.	" "	1893	....
Consol. Mortgage for $30,000,000	.....	6*	May & Nov.	" "	1920	....
1st Mort. (Missouri River R. R.)	409,000	...	.....	.....	....	....
1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct	" "	1889	....
1st Mort. (St. L. and Lex.)	650,000	...	.....	.....	....	....
1st Mort. (Kan City and East.)	248,000	6	Jan. & July.	.....	1894	....
1st M. (St. L. Kan. & Arizona)	1,200 000	...	.....	.....	....	....
1st Mort. (Lexington & Southern)	1,050,000	...	.....	.....	....	....
Mobile and Girard:						
2d Mort., end. by Cent. R. R. of Ga.	300,000	8	Jan. & July.	New York.	1889	....
3d Mort., to Central R. R. of Ga.	800,000	4	June & Dec.	" "	1897	....
Mobile and Ohio:						
1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
First Preferred Debentures	5,300,000	7	As declared on or before Feby 1, out of net earnings preceding fiscal yr.	New York	Sinking fund.	....
Second Preferred Debentures	1,850,000	7		"		....
Third Preferred Debentures	600,000	7		"		....
Fourth Preferred Debentures	900,000	7	non-acc.	"		....
Cairo Extension	600,000	6	Jan. & July.	"	1892	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	....
Convertible bonds	284,000	7	Jan. & July.	" "	1900	....
Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	....
Special Mortgage	1,025,000	7	.....	.....	....	....
Consol. mort. for $25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	....
Nashua and Lowell:						
Bonds for freight depot	200,000	6*	Feb. and Aug.	Boston.	1892	....
Nashville, Chattanooga & St. Louis:						
1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
2d Mort. (Held by U. S. Gov.)	1,000,000	4	June and Dec.	" "	'81-'91	....
New Mortgage for $6,800,000	4,902,000	7	Jan. & July.	" "	1913	....
1st M. (McM. & M. & W. & A. R. Rs)	320,000	6	" "	" "	1913	....
1st Mort. (Tenn & Pacific K. R)	300,000	6	" "	" "	1913	....
1st Mort. (Jasper Br. Extension)	90,000	8	" "	" "	1906	....
Nashville and Decatur (L. & Nash.):						
1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	178,000	6*	April & Oct.	Nashville.	1887	....
Natchez, Jackson and Columbus:						
1st Mortgage, gold	600,000	7*	April & Oct.	New York.	1910	....
Nevada Central:						
1st Mortgage, gold	720,000	6*	April & Oct.	New York.	1904	....
Newark, Somerset & Straitsville:						
1st Mortgage	800,000	7*	May & Nov.	New York.	1889	....
Newburg, Dutchess and Conn.:						
Income Bonds	1,164,500	...	.....	.....	....	....
Newburg and New York:						
1st Mortgage	250,000	7	.....	New York.	....	....
New Haven and Derby:						
1st Mortgage	300, 00	7	May & Nov.	New Haven.	1888	....
3d Mort. guar. by New Haven	225,000	7	Various.	New Haven.	r'	....
New Haven and Northampton:						
1st Mortgage	1,300,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible bonds, tax free	100,000	6	April & Oct.	" "	1882	....
Holyoke and Westfield bonds	260,000	6-7	" "	" "	'91-'98	....
Consol. Sinking Fund Bonds	1,000,000	6	" "	" "	1909	....
New Jersey and New York:						
1st Mortgage, 1880	275,000	6	May & Nov.	Jersey City.	1910	....
New Jersey Southern:						
1st M. (int. guar. by N. Y. & L. B.)	1,449,600	6	Jan. & July.	New York.	1899	....
1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	" "	1899	....
New London Northern:						
1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
2d Mortgage	387,500	7	June and Dec.	" "	1892	....
Consol. Mortgage for $1,500,000	812,000	5	Jan. & July	" "	1910	....
New Orleans, Mobile and Texas:						
1st Mortgage, gold, 1880	5,000,000	6*	Jan. & July.	New York.	1930	....
2d Mortgage, debenture, 1880	3,000,000	6	May & Nov.	" "	1930	....
New Orleans Pacific:						
1st Mortgage, 1880	4,000,000	6*	Jan. & July.	N. Y. & Phila.	1920	....

AMERCAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin.

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
New York & Canada (D.&H.C.):	$					
1st Mort. for £800,000, guar.	4,000,000	6*	May & Nov.	London.	1904	....
New York Central & Hudson R.:						
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....
Bonds for B.&N.F. stk (")	74,500	6	" "	" "	1883	....
Bonds for R.R. Stocks (")	502,000	6	" "	" "	1883	....
Bonds for Real Estate (")	167,000	6	" "	" "	1883	....
Bonds of 1854 renewed (")	2,391,900	6	June & Dec.	" "	1887	....
2d Mort. (Hudson River) S. F.	1,423,200	7	" "	" "	1885	....
1st Mort., coup. } for $30,000,000	18,725,000	7	Jan. & July.	" "	1903	....
1st Mort., reg'd }		7	" "	" "	1903	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	" "	London.	1903	....
New York City and Northern:						
Consol. Mort. for $4,000,000	3,427,000	6	May & Nov.	New York.	1910	....
New York Elevated:						
1st Mortgage $ or £	8,500,000	7	Jan. & July.	New York.	1906	....
New York and Greenwood Lake:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....
2d Mortgage, Income	1,800,000	7	March & Sept.	" "	....	....
New York and Harlem:						
Consol. Mort. for $12,000,000	10,500,000	7	May & Nov.	New York.	1900	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	" "	1881	....
N. York, Housatonic & Nor.:						
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....
New York, Lake Erie & West.):						
1st Mortgage, extended	2,482,000	7	May & Nov.	New York.	1897	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....
3d Mortgage	4,852,000	7	" "	"	1883	....
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....
Buffalo Branch, 1s mortgage	182,500	7	Jan. & July.	"	1891	....
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....
1st Consol Mortgage, gold	16,656 000	7*	March & Sept.	N.Y. or Lond.	1920	....
1st Consol. M., Fund. Coup. Bds	3,699,236	7*	" "	" "	1920	....
New 2d Consol. Mort., gold	24,400 000	6*	June & Dec.	" "	1969	....
New 2d do. funded coupons	8,597,400	5*	" "	" "	1969	....
Income bonds (non-cumulative)	608,008	6*	" "	" "	1977	....
N. Y. & Man. Beach—See Man.B.						
New York and New England:						
1st Mort., new for $10,000,000	6,468,000	6-7	Jan. & July.	Boston.	1905	....
New York, N. Haven & Hartford:						
1st Mort. (Harlem & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....
New York, Pennsylvania & Ohio:						
Prior Lien Bonds, gold, 1880	8,000,000	6*	March & Sept.	New York.	1895	....
1st Mort., gold, Income, 1880	35,000,000	7*	Jan. & July.	" "	1905	....
2d Mortgage $ & £ Income, 1880	14,500,000	5*	May & Nov.	" "	1910	....
3d Mortgage $ & £ Income, 1880	30,000,000	5*	" "	" "	1915	....
Leased Lines Rental Trust, 1872	5,355,000	4-6	Jan. & July.	" "	1502	....
Leased Lines Rental Trust, 1873	3,568,000	2-7	" "	London.	1903	....
New York, Providence & Boston:						
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....
N. Y. Woodhaven & Rockaway:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....
Norfolk & Petersb.—See Atl M&O:						
North Carolina:						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....
North Missouri (St.L., K.C. & N.):						
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....
North Pennsylvania:						
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....
General Mortgage	2,569,500	7	Jan. & July.	"	1903	....
Bonds of 1881 secured by stock	1,200,000	6	.....	.....	....	....
Northeastern (S. C.):						
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....
2d Mortgage	236,000	8	" "	"	1899	....
Northern (Cal.):						
1st Mortgage	2,435,000	6	.....	.....	1907	....
Northern Central (Mich.):						
1st Mortgage	1,525,000	7	.....	.....	1903	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....
2d Mortgage S. F. Coupon	1,490,000	6	Jan. & July.	Baltimore.	1885	....
3d Mortgage S. F. Coupon	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....
Second Gen'l Mort. coupon "A"	3,000,000	5	" "	Baltimore.	1926	....
Second Gen. M. coup. "B" conv.	1,000,000	6	" "	"	1926	....
Northern New Jersey (Erie):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1888	....
2d Mortgage	200,000	7	March & Sept.	" "	1889	....
Northern Pacific:						
1st Mort., l. g., Mo. Div.	2,383,895	6	.....	New York.	....	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept	" "	1919	....
Consol. Mort., l. g., gold, 1880	20,000,000	6*	Jan. & July.	" "	1921	....
Northwestern Virginia:						
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	....
Northwestern Union (C. & N.W.):						
1st Mortgage, gold	3,500,000	7	March & Sept.	New York.	1917	....
Norwich & Worcester (B.H.& E.):						
1st Mortgage	400,000	6	March & Sept.	Boston.	1897	....
Ogdensburg and Lake Champlain:						
Sinking Fund Bonds	371,000	8	March & Sept.	Boston.	1890	....
Mortgage bonds, S. F.	600 000	6	Jan. & July.	"	1897	....
Consol Mort. for $3,500,000, 1880	2,371,000	6	April & Oct.	"	1920	....
Income bonds, non-cum., 1880	1,000,000	3-6	" "	"	1920	....
Ohio and Mississippi:						
Consolidated Mort. Bonds	3,067,850	7	Jan. & July.	New York.	1898	....
Consolidated S. F. Mortgage	3,478,000	7	" "	" "	1898	....
Consolidated Mort., Sterling	112,000	6*	" "	London.	1898	....
2d Consol. Mort. & S. F. Bonds.	3,864,000	7	April & Oct.	New York.	1911	....
Income and Funded Debt Bonds	174,000	7	" "	" "	1882	....
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	" "	1883	....
1st Mort. (Springfield Division.)	1,915,000		" "	" "	1905	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	
Ohio Central:	$					
1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
Income bonds, non-cum., 1880	3,000,000	7	" "	" "	1920	....
Terminal Mortgage bonds, 1880.	600,000	6	" "	" "	1920	....
Ohio and West Virginia:						
1st Mortgage sinking fund	1,584,000	7	May & Nov.	New York.	1910	....
Old Colony:						
Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
Plain Bonds	32,000	5	" "	"	1884	....
Plain Bonds	1,692,000	7	" "	"	1894	....
Plain Bonds	390,500	7	Various.	"	1881	....
Plain Bonds	500,000	6	June & Dec.	"	1896	....
Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Oil Creek (Buffalo, Pittsb. & W.):						
1st Mortgage	580,000	7	April & Oct.	Philadelphia.	1882	....
Omaha and Southwestern:						
1st Mortgage, guar	1,034,000	8	June & Dec.	Boston.	1896	....
Oregon and California:						
1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1890	....
Oregon Central:						
1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
2d Mortgage	300,000	7	March & Sept.	" "	1908	....
Oregon Pacific:						
1st Mortgage, land grant, gold	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	....
Oswego and Rome (R. W. & O.):						
1st Mortgage, guar	350,000	7	May & Nov.	New York.	1915	....
Income Mortgage	200,000	7	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	'80-'85	....
Consolidated Mortgage, guar	358,000	7	March & Sept.	" "	1907	....
Ottawa, Oswego and Fox River:						
1st Mortgage guar by C., B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bost.	1900	....
Paducah and Elizabethtown:						
1st Mortgage	299,991	8	Feb. & Aug.	New York.	1897	....
2d Mortgage Income	1,141,000	7	April.	" "	1897	....
Palmesville and Youngstown:						
1st Mortgage, 1880	150,000	7	Jan. & July.	.....	1910	....
2d Mortgage, Income, 1880	839,200	7	.....	.....	....	....
Panama:						
General Mort., stg (£1,000,000).	3,969,000	7*	April & Oct.	London.	1897	....
Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
Paterson, Newark & N.Y. (Erie):						
1st Mortgage, guar	500,000	7	.....	.....	....	....
Pennsylvania:						
General Mortgage }	19,999,760	6	Jan. & July.	Phil. or Lond	1910	....
General Mortgage, registered. }		6	April & Oct.	" "	1910	....
Consolidated Mortgage, 1873	28,301,540	6	M. J. S. & D.	" "	1905	....
Consolidated Mort gold, 1879	5,000,000	5	June & Dec.	" "	1909	....
State lien for $7,500,000, stg fd.	4,091,675	5	April & Oct.	Philadelphia.	'81-'90	....
Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	.....	"	....	....
Pennsylvania Company:						
Judgment bds (held by Pa. R.R.)	6,400,000	6	.....	Philadelphia.	Dem	....
Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Bonds gold, guaranteed, 1881	10,000,000	4½*	.....	"	1921	....
Pennsylvania & New York (L.V.):						
1s. Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	....
1st Mortgage guaranteed	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val. (C.R.I.& P.):						
1st Mortgage guaranteed	300,000	8	Feb. & Aug.	New York.	1893	....
Peoria, Decatur and Evansville:						
1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
Income Bonds, non-cum. 1880	858,000	6	" "	" "	1920	....
1st Mort. (Evansville Division).	750,000	6	March & Sept.	" "	1920	....
Income Bonds (do.) non-cum	750,000	6	" "	" "	1920	....
Peoria, Pekin and Jacksonville:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mortgage	1,000,000	7	April & Oct.	" "	1900	....
Perkiomen (Phila. and Rdg.):						
1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
Consol. Mort gold S. F. guar.	1,125,000	6*	June & Dec.	"	1913	....
Peterborough (N. H.):						
Plain Bonds, redeem. after 1832.	100,500	6	April & Oct.	Boston.	1897	....
Petersburg:						
1st Mortgage (installments)	500,000	8	Jan. & July.	New York.	'79-'95	....
2d Mortgage	300,000	8	May & Nov.	" "	1902	....
Philadelphia and Balt. Central:						
1st Mortgage (Penn. Div.)	300,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
2d Mortgage	400,000	7	" "	"	1900	....
Philadelphia and Erie (Penn.):						
1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia.	1897	....
1st Mort. ($3,000,000 are sterling)	5,000 000	6*	" "	Phil. or Lond.	1881	....
2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	....
General Mort. for $20,000,000	3,680,000	6*	" "	Phil. or Lond.	1920	....
Philadelphia and Reading:						
Receiver's Certificates, 1880	1,306 000	4-6	.....	Philadelphia.	....	....
Loan of 1868, debenture	1,135,300	6	Jan. & July.	"	1893	....
Mort. Loans of 1842-44-48 & 49.	1,510,500	6	" "	"	1880	....
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	....
Mortgage Loan of 1836, stg	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1842, stg	967,200	6	" "	"	1880	....
Mortgage Loan of 1836, stg	134,400	7	" "	"	1882	....
Consol. Mort $ loan, coup & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911	....
Consol Mort., gold $ or £, coup.	6,999,000	6*	" "	Phil. or Lond.	1911	....
Consol. M, gold $ or £, coup. & reg.	968,000	6*	" "	Philadelphia.	1911	....
Debenture Loan, convertible	10,499 900	7	Jan. & July		1893	....
Improvement Mort. Loan, S. F	9 364,000	6	April & Oct.	Phil. or Lond.	1897	....
General Mort. s g. sinking fund	19 636,000	6*	Jan. & July.	" "	1903	....
Income Mortgage for $10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1898	....
Income Mortgage of 1879	10,000,000	6	" "	"	....	....
Debenture Loan, 6 p.c. cur. scrip.	3,472,973	6	Jan. & July.	"	1882	....
Gen. M. & Perk. 6 p.c. stg. scrip.	1,832,760	6*	" "	Phil. or Lond.	1892	....
Bonds for Berks Co. Railroad	5 6,000	3-6	May & Nov.	Philadelphia.	1896	....
Coal and Iron Co., Deben. guar.	1,731,000	7	March & Sept.	"	1892	....
Do. Guar. Mort. for $30,000,000	18,036,000	7	Various.	Lond. or Phil.	'92-'94	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Phila., Newton and New York:	$					
1st M., guar by Phila. & Rdg...	700,000	6	April & Oct.	Philadelphia.	1887	....
Philadelphia, Wilmington & Balt:						
Mortgage Loan, convertable ...	240,500	6	Jan. and July.	Phila. & Bost.	1884	....
Loan of 1867	1,000,000	6	April & Oct.	" "	1887	....
Loan of 1872	700,000	6	" "	Philadelphia.	1892	....
Loan of 1875	800,000	6	" "	"	1900	....
Loan of 1880	1,000,000	5	June & Dec.	"	1910	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	Monthly.	New York.	1884	....
Consol. Mortgage for $10 0 0,000	6,541,000	7	Feb. and Aug.	Philadelphia.	1900	....
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	....
Pittsburg and Connellsville:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....
1st Mort. (Turtle Creek. Div.)..	226,000	6	Feb. & Aug.	Pittsburg.	1882	....
Consol. Mort. guar. by B. & O.	6,500,000	6*	Jan. and July.	London.	1926	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York	1912	....
1st Mortgage (Series B)	875,000	7	Feb. and Aug	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875 000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	" "	1912	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug	" "	1912	....
2d Mortgage (Series I)	860 000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April and Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May and Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June and Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April and Oct	" "	1912	....
Construction Bonds	100,000	7	Jan. & July.	" "	1887	....
Equipment bonds—renewed	1,000,000	8	March & Sept	" "	1884	....
Pittsburg and Lake Erie:						
1st Mortgage	2,000,000	6*	Jan. and July.	N. Y. & Phila.	1928	....
Pittsburg, Va. and Charleston:						
1st Mortgage	1,683,000	7*	April & Oct	Philadelphia.	1902	....
Portland & Ogdensburg:						
1st Mortgage, gold	800 000	6*	Jan. & July	Portland.	1900	....
New Mort. gold, for $3,200,000..	2,268,000	6*	May and Nov.	"	1901	....
Portland and Rochester:						
1st Mort. (Portland Loan) skg f'd	700,000	6	Jan. & July.	Boston.	1887	....
1st Mortgage (equal lien)	380,000	7	April & Oct.	"	1887	....
2d Mort. (Portland Loan) S. F..	450,000	6	Various.	"	1891	...
Port Royal and Augusta:						
1st Mortgage	250,000	6*	Jan. & July.	New York.	1899	....
Income bonds	1,500,000	6*	" "	" "	1899	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	1,000,000	4½	June & Dec	Boston.	1937	...
Providence and Springfield:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....
Providence and Worcester:						
New bonds	1,242,000	6	Jan. & July.	Providence.	1897	....
Raleigh and Gaston:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Ral'h.	1898	....
Reading and Columbia (P. & R.):						
1st Mort., Coupon, guaranteed.	650 000	7	March & Sept	New York.	1882	....
2d Mort., Coupon, guaranteed..	350,000	7	June & Dec.	Columbia.	1884	....
1st Mort. (Lancaster & Read.).	350,000	7	Jan. & July.	Philadelphia.	1893	...
Rensselaer and Saratoga:						
Consol. Mort. for $2,000,000	1,925,000	7	May and Nov	New York.	1921	....
Rhinebeck and Connecticut.						
1st Mortgage, gold	200,000	7*	.....	.....	....	....
Richmond and Allegheny:						
1st Mortgage, gold, 1880	5,000,000	7*	.....	.....	....	....
Richmond and Danville:						
Virginia State Loan, skg. fd.	508,000	6	Jan. & July	Richmond.	1880	....
Virginia State bonds, guar.	109,400	6	" "	"	1875	....
1st Mort. (Peidmont branch)..	500,000	8	.....	"	1888	....
1st Mort. (Northwestern, N. C.)	500,000	6.7	April and Oct.	N. Y. or Rich.	....	...
Consolidated Mortgage	1,706,900	6	May and Nov.	New York.	'78-'90	....
Gen'l Mort. gold for $6,000,000..	1,723,000	6*	April & Oct.	" "	1904	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	57,277	6*	Jan. & July.	London.	'85-'95	....
Dollar Loan	177,516	6-7	Various.	Richmond.	'80-'90	....
Dollar Loan, coupon	450,000	8	Jan. & July.	Philadelp a.	'81-'91	....
Richmond and Petersburg:						
1st Mortgage, coupon	152 000	8	April & Oct.	Richmond.	'81-'86	....
New Mortgage of 1875	50,000	7	May and Nov.	"	1915	....
Rochester and State Line:						
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....
Rock Island and Pacific:						
1st Mortgage	150,000	10	Jan. & July.	New York.	1930	....
Rome, Watertown & Ogdensb.:						
1st Mortgage (W. & R.) Sig Fd.	472,500	7	March & Sept.	New York.	1910	..
2d Mortgage	1,000,000	7	Jan. & July.	" "	1892	....
General Mort. S. F.	1 021,500	7	June & Dec.	" "	1891	....
Consol. Mort. for $10,000,000	5,122,000	7	April & Oct.	" "	1904	....
1st Mort. (Syracuse Northern).	500,000	7	Jan. & July.	" "	1901	....
Rutland (Central Vermont):						
New 2d Mortgage	1,500,000	6	Feb. and Aug.	Boston.	1892	....
General Mortgage	1,500,000	5	May & Nov.	"	1902	...
Saginaw Valley and St. Louis:						
1st Mortgage, coupon	446,000	8	May & Nov.	New York.	1902	...
St Johnsbury & L. Champlain:						
1st Mortgage, 1880	600,000	6	.....	.....	1910	....
St. Joseph and St. Louis:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1894	....
St. Joseph and Western:						
1st Mort. (St. Joseph & Pacific).	1,900,000	7	Jan. & July.	New York.	1915	....
2d Mortgage	1,[illegible]00,000	7	" "	" "	1915	....
1st Mort. (Kansas & Nebraska)	1,500,000	7	" "	" "	1915	....
2d Mort. (" ")	1,200,000	7	" "	" "	1915	....
St Louis, Hannibal and Keokuk:						
1st Mortgage, convertible	140,000	7	April & Oct.	New York.	1917	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
St. Louis, Alton and Terre Haute:	$					
1st Mortgage skg f'd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage skg f'd. (Series B)	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	....
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	....
Equipment Mortgage	300,000	10	March & Sept.	" "	1880	....
St. Louis Iron Mt. and Southern:						
1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
2d Mort. (" ")	6,000,000	7*	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. L.G. (Arkansas Br'h)	2,500,000	7*	June & Dec.	New York	1895	....
1st Mort. (Cairo, Ark. & Tex.)	1,450 000	7*	" "	" "	1897	....
1st Mort. (Cairo and Fulton)	7,948,000	7	Jan. & July.	" "	1891	....
St. Louis, Jacksonville & Chicago:						
1st Mortgage	2,365,000	7	April & Oct.	New York.	1894	....
2d Mortgage	350,000	7	Jan. & July.	" "	1896	....
St. Louis, Kansas City & Northn:						
1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
Real estate & 2d M. for $8,000,000	2,998,000	7	March & Sept.	" "	1904	....
1st & 2d M. on St. Charles Bridge	1,388,500	7*	April & Oct.	" "	1908	....
1st Mort. (Omaha Div.) gold	2,350,000	7*	" "	" "	1919	....
1st Mort (Clarinda Br.) gold	264,000	6*	Feb. & Aug.	" "	1919	....
St. Louis and San Francisco:						
1st Mort. (South Pacific) gold..	7,144,300	6*	Jan. & July.	New York.	1888	....
2d Mortgage A for $500,000	418,305	6*	May & Nov.	" "	1906	....
2d Mort. B. & C for $5,200,000..	5,064,732	3*	" "	" "	1906	....
Equipment Mortgage	1,000,000	7*	June & Dec.	" "	1895	....
Land Debentures	300,000	10	J. A. J. & O.	" "	1884	....
Mo. and Western R. R. Mort..	1,100,000	6*	Feb. and Aug.	" "	1919	....
Joplin Railroad Bonds	200,000	...	.....	" "	....	....
St. Louis, Vandalia & Terre Haute:						
1st Mortgage, S. F., guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
3d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
St. Paul, Minn. and Manitoba:						
1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mort. (St. Paul to Watab)..	366,000	7	Jan. & July.	" "	1892	...
1st Mort., L. G., sinking fund	7,459,800	7*	" "	N.Y. & Lond	1909	....
2d Mortgage, gold	8,000,000	6*	April & Oct.	" "	1909	....
1st M. (Dakota Ext.) for $6,000,000	2,250,000	6*	May & Nov.	New York.	1910	....
Sand., Mansfield & Newark (B&O.)						
1st Mortgage guaranteed	2,303,000	7	Jan. & July.	New York.	1902	....
Savannah, Florida and Western:						
1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	.....	1897	....
Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	.....	New York.	1879	....
1st Mort. (So. Ga. and Florida).	464,000	7	May & Nov.	" "	1888	....
2d Mort. (" ").	200,000	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage	500,000	7	Jan. & July.	Macon.	1891	....
Schenectady and Duanesburg:						
1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Scioto Valley:						
1st Mortgage S. F.	1,300,000	7	Jan. & July.	New York.	1896	....
2d Mortgage S. F.	200,000	7	April & Oct.	" "	1894	....
Shamokin Valley & Pottsville:						
1st Mortgage, on road and lands.	2,000,000	7*	Jan. & July.	Philadelphia.	1901	....
Shenandoah Valley:						
1st Mortgage	2,100,000	7	.....	.....	1909	....
2d Mortgage, Income	1,400,000	...	.....	.....	....	....
Shenango and Allegheny:						
1st Mortgage	874,500	7	April & Oct.	New York.	1889	....
Shore Line (N. Y., N. H. & Hart.):						
1st Mortgage, 1880	200,000	4½	March & Sept.	New Haven.	1910	....
Sioux City and Dakota:						
1st Mort. (Dakota Southern)	600,000		Feb. & Aug.	New York.	1894	....
1st M. (Sioux City & Pembina).	300,000		June & Dec.	" "	1908	...
Sioux City and Pacific:						
1st Mortgage	1,628,000		Jan. & July.	New York.	1898	...
2d Mortgage (Gov. Subsidy)	1,628,000	6	" "	U.S. Treasury	1898	....
Somerset:						
1st Mortgage, gold	450,000	7*	Jan. & July.	.....	1891	....
South Carolina:						
1st Mortgage Sterling	1,482,667	5*	Jan. & July	London.	'78-'88	...
1st Mortgage (L.) currency	1,051,500	6	" "	New York.	'78-'88	...
2d Mort. for $3,000,000	1,026,500	7	April & Oct.	" "	1902	....
Domestic (I) Bonds	1,067,500	7	" "	Charleston.	1891	....
Domestic (K) Bonds	65,500	6	Jan. & July.	New York.	'80-'92	....
South and North Alabama:						
1st Mort., endor. by Ala., gold	391,000	8*	Jan. & July.	New York.	1890	....
Sterling Mort., guar. by L. & N.	5,075,040	6*	May & Nov.	London.	1903	....
Southern Central (N.Y.):						
1st Mortgage	1,500,000	7	Feb. & Aug.	New York.	1899	....
2d Mortgage	600,000	7*	March & Sept.	" "	1882	....
1st Mortgage, Interest Bonds	575,050	7	Feb. & Aug.	" "	1887	....
2d Mortgage, Interest Bonds	42,000	7	March & Sept.	" "	1887	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Pacific (Cal.):						
1st Mortgage gold land grant	29,520,000	6*	April & Oct.	New York.	1905	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1900	....
South Western (Ga):						
Company Bonds, Convertible	133,000	7	various.	Macon.	1882	....
Southwest Pennsylvania:						
1st Mortgage	932,000	7	Feb. & Aug.	Philadelphia.	1917	....
Spartanburg and Asheville:						
1st Mortgage, gold	400,000	7*	Jan. & July.	Char. & N.Y.	1897	....
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Stanstead, Shefford and Chambly:						
1st Mort., Guar. by Cent. Verm.	444,100	7	Jan. & July.	St. Albans.	1887	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1885	....
Stockton and Copperopolis:						
1st Mort., guar. by Cent. Pacific	500,000	5	Jan. & July.	New York.	1905	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Summit Branch:	$					
1st Mortgage	1,000,000	7	Jan & July.	Philadelphia.	1904	....
Suspens. Bridge & Erie Junction:						
1st Mortgage	1.000,000	7	.....	.....	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Consol. Mortgage	1,750,000	7	April & Oct.	New York.	1906	....
2d Mortgage (now 1st)	270,000	7	June & Dec.	" "	1887	....
Syracuse, Chenango and N Y.						
1st Mortgage	261,400	7	Feb. and Aug.	Syracuse.	1907	....
Syracuse, Geneva and Corning:						
1st Mortgage	1,000,000	7	May & Nov.	New York.	1905	....
Terre Haute & Indianapolis:						
Bonds of 1873 for $1,600,000	1,360,000	7	April & Oct.	New York.	1893	....
erre Haute & Logans. (T.H& I):						
1st Mortgage, guar	500,000	6	Jan. & July.	New York.	1910	....
Texas and New Orleans:						
1st Mortgage	1,050,000	7	Feb. and Aug.	New York.	1905	....
Texas and Pacific:						
1st Mortgage, gold	3,481,000	6*	Mar. & Sept.	N.Y.,Ph. Lon.	1905	....
2d Mortgage Consolidated	7,619,000	6*	June & Dec.	" "	1905	....
Income and Land Grant	2,1 7,000	7	July.	N. Y. & Phil.	1915	....
1st Mort. gold,(Rio Grande Div.)	5,000,000	6*	Feb. & Aug.	" "	1930	....
Texas and St Louis:						
1st Mortgage gold, 1880	1,040,000	6*	June & Dec.	New York.	1910	....
Toledo, Cancinnati & St. Louis:						
1st Mortgage, gold, 1881	3,000,000	6*	.....	.....	1921	....
Toledo, Delphos and Burlington:						
1st Mortgage, 1860	2,250,000	6	Jan. and July.	New York.	1910	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....
Troy and Boston.						
1st Mortgage, Consolidated	1,384,000	7	Jan. & July.	New York.	1894	....
Convertible Bonds	650,000	7	March & Sept.	" "	1882	....
Ulster and Delaware:						
1st Mortgage	140,000	7	Jan. & July.	Rondout.	1904	....
2d Mortgage, Income Bonds	1,342,600	7	" "	"	1904	....
Union Pacific:						
1st Mortgage gold	27,231,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	....
1st Mort. Land Grant	6,299,000	7	April & Oct.	" "	1887	....
2d Mortgage (Gov. subsidy)	27,236,512	6	Jan. & July.	U.S.Treasury.	'96-'99	....
3d Mortgage Sinking Fund	15,292,000	8	March & Sept.	N. Y. & Bost.	1893	....
Omaha Bridge Bonds Sterling	2,121,000	8*	Apl. & Oct.	London.	1896	....
Collateral Trust Bonds	3,632,000	6	Jan. & July.	New York.	1908	....
1st Mortgage (Denver Pacific)	527,000	7*	May & Nov.	" "	1899	....
Union Pacific, Central Branch:						
1st Mortgage, gold	1,600,000	6	May and Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	" "	U.S.Treasury.	'96-7-8	....
Funded Interest bonds	640,000	7*	" "	New York.	....	....
United N. J. R. R. & Canal Cos.:						
Loan of 1901 (United Compan's)	5 669,000	6*	March & Sept.	Philadelphia.	1901	....
Sterling Loan £369,200 (U. Co's)	1,846,000	6*	" "	London.	1894	....
Sterling Loan £360,000 (")	1,800,000	6*	" "	"	1894	
Loan of 1894 Sk. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....
Loan of 1903 (" ")	841,000	6	March & Sept.	"	1903	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1889(" ")	846,000	6	June & Dec.	Princeton.	1889	....
Mortg. Loan (" ")	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Bond to State(N.J.R.R.&T.Co.)	100,000	7	April & Oct.	N. Y. (Over	Due.)	....
Utah Central:						
1st Mortgage, gold	1,000,000	6*	Jan. & July.	New York.	1890	....
Utah Northern:						
1st Mortgage	3,883,000	7	Jan. & July.	New York.	1909	....
Utah and Pleasant Valley:						
1st Mortgage, gold	900,000	7	May and Nov.	New York.	1904	....
Utah Southern:						
1st Mortgage, coupon	1,125,000	7	Jan. & July.	New York.	1891	....
General Mortgage for $1,950,000.	825,000	7	" "	" "	1909	....
Utah Western:						
1st Mortgage	720,000	7	.....	.....	1894	....
Utica and Black River:						
Bonds of 1871	1,112,000	7	Jan. & July.	New York.	1891	....
1st Mort.(Bl.Riv. & Merristown)	500,000	7	" "	" "	....	....
1st Mort. (Clayton & Theresa)	200,000	7	" "	" "	....	....
Utica, Clinton and Binghamton:						
1st Mortgage	800,000	7	Jan. & July.	New York	1890	....
Vermont & Canada (Cent. Vt.):						
Bonds guaranteed	1,500,000	8	Jan. & July.	Boston.	1891	....
Mortgage Bonds	50,000	5	Apr. and Oct.	"	1909	....
Missisquoi Railroad	500,000	7	Jan. & July.	St. Albans.	1891	....
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds	150,000	7	" "	"	1885	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	703,000	7	Jan. and July.	Vicksburg.	1890	....
2d series (blue)	800,000	7	" "	"	1890	....
3d series (black)	138,000	7	" "	"	1890	....
4th series (not end.)	1,180,000	7	Apr. and Oct.	"	1890	....
Wabash, St. Louis and Pacific:						
General Mort. for $50,000,000	8,000,000	6*	June & Dec.	New York.	1920	....
1st Mort. (Toledo and Illinois)	900,000	7	Feb. and Aug.	" "	1890	....
1st Mort. (L.Erie,Wab. & St.L.)	2,500,000	7	" "	" "	1890	....
1st Mort. (Gt. West. Rwy of '59)	2,495,000	7	" "	" "	1888	....
1st Mort. (Quincy and Toledo)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ills. & South'n Iowa)	300,000	7	Feb. and Aug.	" "	1882	....
1st Mort. (Decatr. & East St. L.)	2,750,000	7	" "	" "	1889	....
2d Mort. (Toledo and Wabash)	1,000,000	7	May and Nov.	" "	1893	....
2d Mort. (Wabash & Western)	1,500,000	7	" "	" "	1878	....
2d Mort. (Gt. West. Rwy of '59)	2,500,000	7	" "	" "	1893	....
Consol. (Tol., Wab. & West.)	2,610,000	7	Feb. and Aug.	" "	1907	....
Funded coupons	2,942,450	4-7	" "	" "	1893	....
Mortgage of 1879	1,000,000	7	Apr. and Oct.	" "	1909	....
Seney Mortgage	630,000	7	Jan. & July.	" "	'81-'82	....
1st Mort. (Tol., P. and West.)	4,500,000	7	April & Oct.	" "	1917	....
1st Pref. Income (do.)	2,900,000	4	....	" "	....	....
2d Pref. Income (do.)	1,000,000	....	.....	" "	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Warren (D. L.& W.):	$					
1st Mortgage consolidated	660,000	7	March & Sept.	New York.	1905	....
2d Mortgage	750,000	7	Apr. and Oct.	" "	1900	....
Wash. City & Pt. Lookout (B&O):						
1st Mortgage, gold	540,000	6	June & Dec.	Baltimore.	1903	....
Wash'gton City, Va. Mid. & Gt.So.:						
1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
2d Mort. (" ")	333,000	7	Apr. and Oct.	"	1891	....
1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
2d Mort (" ")	1,197,500	6	Jan. and July.	"	1875	....
3d Mort. (" ")	600,000	8	May and Nov.	"	1873	....
4th Mort. (" ")	700,000	8	March & Sept.	"	1880	....
General Mortgage	1,072,000	7	May and Nov.	"	1903	....
1st Mortgage (Lynchb.& Danv.)	1,310,000	6	Apr. and Oct.	"	1896	....
Funded Coup. (Orange & Alex.)	872,249	6	Various.	"	'73-'90	....
Washington and Ohio:						
1st Mortgage	284,000	7*	Apr. and Oct.	New York.	1901	....
Westchester and Philadelphia:						
General Mortgage	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
Western of Alabama.						
1st Mortgage (Western R.R.)	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	300,000	8	Jan. & July.	" "	1881	....
2d Mortgage guar.by Cent.Geor.	1,148,000	8	April & Oct.	" "	1890	....
Western and Atlantic:						
Income Bonds	690,000	10	J. A. J. & O.	Atlanta, Ga.	'75-'91	....
Western Maryland:						
1st Mortgage, unendorsed	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mort. endor. by Balt	200,000	6	" "	"	1890	....
2d Mort. " "	300,000	6	" "	"	1895	....
2d Mort. endor. by Wash. Co.	300,000	6	" "	"	1895	....
2d Mortgage preferred	600,000	6	" "	"	1895	....
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	....
4th Mortgage	1,000,000	6	" "	"	1902	....
Funded Coupons	520,250	6	" "	"	1890	....
Western Minnesota:						
1st Mortgage	500,000	7	May and Nov.	New York.	....	....
Land Grant bonds	100,000	7	" "	" "	....	....
Western North Carolina:						
1st Mortgage	850,000	7	.....	.....	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage	300,000	6	Apr. and Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsbg. Branch)	1,000,000	6	Jan. and July.	"	1896	....
General Mortgage	1,200,000	7	Apr. and Oct.	"	1901	....
West Jersey:						
Debenture bonds guar. by C.&A.	400,000	6	March & Sept.	Philadelphia.	1883	....
1st Mortgage	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage, consolidated	1,100,000	7	Apr. and Oct.	"	1890	....
Consolidated Mortgage	128,500	6	May and Nov.	"	1909	....
Wilmington, Colum & Augusta:						
1st Mortgage	1,600,000	7	June & Dec.	Baltimore.	1910	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. and July.	London.	1881	....
Sterling Bonds	221,400	7*	May and Nov.	"	1886	....
Sinking Fund gold, Bonds	749,000	7*	Jan. and July.	New York.	1896	....
Wisconsin Central:						
1st Mortgage land grant gold	8,168,000	7*	Jan. and July.	Boston.	1901	....
Worcester and Nashua:						
Plain Bonds	275,000	5	Various.	Worcester.	1887	....
Plain Bonds	250,000	5	Apr. and Oct.	Boston.	1893	....
Plain Bonds	400,000	5	Feb. and Aug.	"	1895	....
Canal Bonds.						
Albemarle and Chesapeake:						
Mortgage Bonds	500,000	7	Jan. and July.	New York.	1909	....
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,093,750	6	Jan. and July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Sterling Loan guaranteed	4,375,000	5	J. A. J. & O.	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1895	....
Delaware and Hudson:						
1st Mort. 2d series, July 1, 1869	3,500,000	7	Jan. and July.	New York.	1884	....
reg. 3d series, Jan. 1, 1871	6,481,000	7	" "	" "	1891	....
Bonds of 1874 coup. and reg	4,356,000	7	Apr. and Oct.	" "	1894	....
1st Mortgage (Pennsyl. Div.)	5,000,000	7	March & Sept.	" "	1917	....
Lehigh Coal and Navigation:						
Convertible Debentures	41,550	6	June & Dec.	Philadelphia.	1882	....
Convertible Loan, gold	771,000	6*	March & Sept.	"	1894	....
1st Mortgage, registered	5,281,840	6	J. A. J. & O.	"	1884	....
1st Mortgage, reg. (R. R.)	2,000,000	6	F. M. A. & N.	"	1897	....
Mortgage (equip.) Loan, gold	4,653,000	6*	June & Dec.	"	1897	....
Consolidated Mortgage	2,464,000	7	" "	"	1911	....
Greenwood Mortgage Loan	675,000	7	Feb. and Aug.	"	1892	....
Morris (and Banking):						
1st Mortgage	730,000	7	Apr. and Oct.	Philadelphia.	1906	....
Boat Loan, sinking fund	220,000	7	" "	"	1885	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Pennsylvania:						
Gen'l Mort., guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Schuylkill Navigation (Ph.& Rdg:						
1st Mortgage, extended	1,709,330	6	M. S. J. & D.	Philadelphia.	1897	....
2d Mortgage	3,990,392	6	Jan. and July.	"	'82-'97	....
Improvement bonds	228,000	6	May and Nov.	"	1830	....
Boat and Car Loan	756,650	6	" "	"	1913	....
Boat and Car Loan	628,100	7	" "	"	1915	....
Coupon Bonds	1,200,000	6	Jan. and July.	"	1895	....
Susquehanna:						
2d Mortgage (Maryland Loan)	1,000,000	6	Jan. and July.	Phil. & Balt.	1885	
3d Mortgage (Susqueh. Canal)	1,323,000	6	" "	" "	1918	....
Pref. Int. Bds (" ")	325,310	6	" "	" "	1894	....
Western Union Telegraph:						
Real Estate Bonds, Sink. Fund.	1,373,000		May & Nov.	New York.	1902	
Bonds(S.F.) Conv. till May 1885	3,920,000	6	" "	" "	1900	....
Sterling Bonds, Sinking Fund	961,303	7	March & Sept.	London	1909	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Transported. Passengers.	Operations. Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1879	60.0	—	2.9	4-8.5	3	4	3	55	Adirondack ..... New York.	2,619,412	109,280	.....	.....	4,263,000	6,000,000	1,791,784	.....	60.0	48,604	23,802	22,970	78,582	16,661	—	100	....
Dec. 31, 1879	290.0	5.0	10.0	5-0	23	14	5	347	Alabama and Gt. Southern. Ala. Miss. &c.	10,363,000	*	.....	.....	8,613,000	1,750,000	.....	.....	295.0	511,427	54,144	185,883	444,181	92,668	—	50	....
Sept. 30, 1879	142.5	34.7	37.8	4-8.5	51	24	13	2,200	Albany and Susq. ¶(D. & H.)..New York.	9,715,857	*	.....	.....	3,500,000	6,045,000	373,461	.....	177.2	877,547	289,615	658,353	1,218,236	558,268	7	100	....
Oct. 31, 1879	242.0	17.5	62.0	4-9	75	37	8	1,930	Allegheny Valley¶..... Pennsylvania.	21,568,350	2,413,862	.....	.....	2,166,500	23,974,000	2,730,245	.....	259.5	1,314,406	786,550	2,335,820	1,711,696	725,719	—	50	....
June 30, 1879	62.6	—	6.2	4-9	—	—	—	—	Ashtabula & Pittsburg (Pa. Co.)...Ohio.	3,168,633	—	32,247	.....	1,656,433	1,500,000	12,889	.....	62.6	244,210	50,940	423,448	251,796	67,752	—	50	....
Dec. 31, 1879	470.4	—	58.3	4-8.5	121	64	27	2,859	*Atchison, Topeka and Santa Fe*....Kansas.	25,065,300	*	5,711,049	662,734	12,634,400	14,136,500	2,577,490	2,080,693	996.9	2,794,120	314,801	802,121	6,381,442	3,454,967	6	100	....
Dec. 31, 1879	269.0	—	13.5	5-0	26	11	11	364	Atlanta & Char. A. L.....N. C. & Ga.	5,950,000	*	637,561	121,500	1,700,000	4,750,000	165,215	163,846	269.0	.....	.....	.....	777,298	251,621	—	100	....
June 30, 1880	80.0	—	4.5	5-0	14	7	4	175	Atlanta and West Point .....Georgia	1,192,499	*	52,650	97,765	1,232,200	66,000	5,996	39,719	80.7	.....	.....	99,604	368,130	158,319	—	100	....
Sept. 30, 1879	387.5	35.3	19.7	4-8.5	165	47	33	2,480	Atlantic and Great West. N.Y. Penn. & O.	71,306,347	9,935,149	.....	.....	34,676,800	68,850,311	.....	.....	422.8	5,373,414	963,497	3,269,843	4,135,296	638,808	—	100	....
Dec. 31, 1879	149.5	—	28.0	4-8.5	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	8,484,000		.....	.....	5,484,000	3,000,000	.....	.....	149.5	[June 30	185,755	543,931	824,789	33,749	6	100	....
Sept. 30, 1879	405.0	20.0	35.7	5-0	85	26	14	1,010	Atlantic, Mississippi and Ohio¶..Virginia.	19,685,610	*	.....	.....	6,493,300	14,692,373	392,898	.....	428.0	1,312,118	130,466	358,002	1,686,320	644,006	—	100	....
Sept. 30, 1880	4.0	—	1.0	4-8.5	—	—	—	—	Attleboro Br. (Boston & Prov.).....Mass.	120,707	—	1,350	87	131,700	.....	.....	444	4.0	.....	.....	.....	9,273	9,273	7	100	....
Sept. 30, 1879	379.0	53.0	456.5	4-8.5	544	241	173	11676	Baltimore and Ohio ¶ ....Md. & W. Va.	29,543,315	12,203,068	46,225,039	835,939	19,792,566	29,386,875	1,421,260	38,204,657	547.1	3,679,346	.....	.....	8,864,327	4,341,245	3	100	....
Sept. 30, 1879	31.0	—	37.6	4-8.5	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	.....	.....	1,650,000	.....	20,000	149,110	31.0	757,757	.....	.....	285,907	223,674	10	100	....
Sept. 30, 1878	104.0	—	26.0	4-8.5	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	8,343,715	—	.....	.....	5,680,685	.....	2,668,030	.....	104.0	1,170,745	.....	.....	659,699	186,023	—	100	....
Jun. 30, 1880	262.6	—	39.1	4-8.5	57	20	27	639	Baltimore and Ohio and Chicago. O., I. & Ill.	8,854,271	*	.....	.....	102,000	8,000,000	3,422,444	.....	262.5	1,099,776	185,942	677,600	1,508,498	741,788	—	50	....
Dec. 31, 1879	24.4	65.8	17.9	4-9	25	47	6	269	Baltimore and Potomac.....Maryland.	8,311,505	695,509	114,368	71,150	3,533,500	6,500,000	132,002	L.992,718	90.2	565,121	895,965	347,455	669,772	173,570	—	100	....
Dec. 31, 1879	51.7	2.5	4.6	4-8.5	—	—	—	—	Bald Eagle Valley (Pa.) .....Pa.	1,050,000	—	.....	.....	550,000	400,000	.....	.....	57.7	.....	.....	.....	159,581	71,195	6	50	....
Sept. 30, 1879	8.0	—	0.5	3-0	2	3	1	6	Bath and Hammondsport.....N. Y.	132,152	*	.....	.....	75,250	38,000	1,009	1,691	9.0	.....	14,266	4,900	11,574	4,979	—	100	....
Nov. 30, 1879	8.3	—	1.3	3-0	2	2	1	44	Bell's Gap.....Penn	201,346	15,253	.....	.....	200,000	200,000	.....	.....	8.3	39,712	12,735	88,628	41,928	18,135	—	50	....
Dec. 31, 1879	21.4	—	8.2	4-8.5	5	2	—	87	Bellefontaine and Snow Shoe.....Penn.	323,291	134,890	.....	.....	600,000	70,500	.....	.....	21.4	64,076	10,982	83,368	40,966	deficit.	—	50	....
Jun. 30, 1880	57.0	2.0	5.3	4-8.5	10	9	6	176	Bennington and Rutland.....Vt.	1,479,000	*	13,992	10,657	1,004,000	475,000	18,814	5,835	59.0	332,602	180 430	[2 years]	350,884	81,491	—	100	....
Sept. 30, 1880	201.6	96.4	503.5	4-8.5	249	187	48	5,055	Boston and Albany.... Mass. & N. York.	24,816,781	3,145,400	872,416	2,688,930	20,000,000	7,000,000	1,192,675	3,339,852	372.2	5,440,729	5,993,297	3,310,539	7,741,119	2,492,618	8	100	....
Sept. 30, 1880	26.7	48.4	64.3	4-8.5	51	72	30	743	Boston and Lowell.....Mass.	5,247,682	441,334	1,112,574	731,181	3,250,000	2,396,400	406,082	580,789	86.3	1,225,383	2,876,531	1,068,230	1,399,316	378,446	2	500	....
Sept. 30, 1880	115.5	11.0	130.2	4-8.5	80	131	36	1,509	Boston and Maine.....Mass., N. H. & Me.	9,508,754	1,242,230	1,077,999	444,062	6,921,274	3,500,000	89,776	1,761,995	126.5	1,785,103	4,829,028	810,122	2,532,652	934,434	6	100	....
Sept. 30, 1880	50.0	—	4.6	4-8.5	9	11	5	140	Boston and New York Air Line....Conn.	4,454,338	*	49,311	28,834	3,559,027	732,500	13,647	187,369	53.6	133,585	88,776	58,674	288,892	159,451	—	100	....
Sept. 30, 1880	44.0	19.7	42.[illegible]	4-8.5	49	100	18	67[illegible]	Boston and Providence.....Mass. & R. I.	4,612,774		665,043	220,751	4,000,000	500,000	607,266	391,811	67.7	852,282	3,574,104	669,468	1,323,926	422,179	8	100	....
Sept. 30, 1880	36.5	—	8.[illegible]	4-8.5	7	7	4	76	Boston, Barre and Gardner.....Mass.	1,383,397	—	1,461	48,903	871,002	554,300	217,442	L. 208,982	36.5	140,314	97,633	141,631	162,947	38,841	—	100	....
Mar. 31, 1880	145.4	20.4	19.0	4-3.5	30	30	17	593	Boston, Concord and Montreal .....N. H	2,850,000	*	1,919,274	188,067	1,800,000	2,555,800	15,849	585,694	165.8	124,307	119,015	173,235	183,866	40,455	—	100	....
Jun. 30, 1880	39.0	—	8.2	4-8.5	8	10	2	1,000	Boston, Hoosac T. & West. N.Y. Mass. & V.	1,831,242	*	257,599	5,665	415,430	—	1,633,957	45,060	39.0	632,307	49,800	.....	13,197	deficit.	—	100	....
Sept. 30, 1880	8.8	—	3.4	3-0	5	23	—	4	Boston, Revere Beach & Lynn.....Mass.	466,684	94,219	158,303	26,558	350,000	300,000	45,150	50,615	8.8	124,965	924,521	.....	155,888	47,341	6	100	....
Sept. 30, 1880	2.5	—	0.3	3-0	1	3	—	—	Boston, Winthrop & Pt. Shirley.....Mass.	49,660	1,861	—	—	19,450	18,000	7,269	Loss. 193	2.5	16,590	32,950	.....	6,304	1,594	—	100	....
Sept. 30, 1879	21.0	—	2.0	4-8.5	1	1	—	47	Brightwood.....Virginia	110,500	*	.....	.....	110,500	—	.....	.....	21.0	12,800	2,474	36,567	16,815	6,094	—	100	....
Sept. 30, 1879	7.0	—	3.5	4-8.5	8	27	—	3	Brooklyn, Bath and Coney Is.....N. Y.	189,500	175,013	.....	.....	300,000	80,000	4,439	.....	7.0	74,409	337,569	nominal.	58,612	11,493	—	100	....
Sept. 30, 1879	7.5	—	8.5	4-8.5	7	44	—	7	Brooklyn, Flatb. and Coney Island .N.Y	1,477,408	*	.....	.....	494,225	580,000	289,807	.....	7.5	120,060	873,960	7,328	203,051	102,934	—	100	....
Sept. 30, 1879	43.8	—	..	4-8.5	6	5	2	29	Buff., Chat. Lake & Pittsb... N. Y. & Pa.	630,000	*	29,403	11,870	500,000	116,500	47,946	6,827	43.8	50,895	44,117	10,353	29,321	6,827	—	100	....
Sept. 30, 1879	67.4	—	9.6	4-9	11	9	2	236	Buffalo and Southwestern....New York.	1,298,204	*	.....	.....	948,800	1,300,206	305,575	.....	67.4	268,843	120,988	304,918	351,829	10,999	—	100	....
Sept. 30, 1879	103.[illegible]	—	24.1	4-8.5	31	24	5	1,350	Buff., New York & Phila..N. Y. & Penn.	6,731,454	*	443,919	22,632	2,004,350	3,546,000	1,401,765	248,391	120.5	617,728	207,239	1,063,256	954,683	380,355	—	100	....
Jun. 30, 1880	35.0	—	2.0	4-8.5	3	4	2	41	Burlington and Lamoille.....Vermont	1,413,952	*	.....	.....	540,700	850,000	.....	.....	35.0	44,692	23,291	32,994	39,775	4,482	—	100	....
May 31, 1880	46.	—	2.7	3-0	3	2	1	56	Burlington and Northwestern.....Ia.	292,729	53,150	.....	.....	140,000	203,300	.....	.....	46.4	.....	.....	.....	41,363	21,081	—	100	....
June 30, 1879	142.[illegible]	—	4.8	4-8.5	6	3	3	103	Burlington and Southwestern. Mo. & Iowa.	5,281,700	*	.....	.....	1,793,700	3,488,000	.....	.....	142.4	251,605	.....	.....	206,703	7,516	—	100	....
June 30, 1879	[illegible]	182.9	36.7	4-8.5	38	13	35	1,090	Burl., Cedar Rapids and Nor..Ia. & Minn.	12,677,206	*	1,227,691	111,303	5,500,000	6,650,000	165,921	1,700,280	424.6	911,305	253,107	764,183	1,410,260	459,702	—	100	....
June 30, 1880	146.5	—	54.2	3-0	24	7	7	611	Cairo and St Louis..... Ill.	7,103,035	*	.....	.....	4,595,000	2,500,000	38,036	.....	146.5	400,269	91,585	191,487	342,002	62,491	—	100	....
June 30, 1880	157.0	—	12.2	4-9	17	7	5	625	Cairo and Vincennes .....Illinois & Ind.					In Receiver's hands. No returns.				157.0	291,275	68,959	199,232	366,648	.....	—	100	....
Dec. 31, 1879	61.2	54.2	19.4	4-8.5	12	16	6	188	California Pacific (C. P.).....California	18,965,058	395,014	138,806	275,094	12,000,000	6,850,000	1,536,688	L.606,715	115.4	.....	.....	.....	550,900	519,216	—	100	....
Dec. 31, 1879	60.0	7.0	13.4	4-8.5	14	60	9	134	Camden and Atlantic.....New Jersey.	1,997,886	568,749	177,273	55,387	1,215,711	1,082,650	53,303	449,632	67.0	296,511	.....	.....	495,473	202,127	8 p	50	....
June 30, 1879	148.0	11.0	6.7	5-6	13	9	6	206	Canada Central..... .....Canada.	3,861,235	*	.....	.....	985,400	2,433,335	200,000	.....	159.0	295,682	107,682	65,850	270,439	82,198	—	100	....
Dec. 31, 1879	229.0	62.5	65.0	4-8.5	76	25	17	3,042	Canada Southern.....Canada.	23,777,145	*	6,088,639	485,484	15,000,000	13,741,420	1,348,341	280,507	467.5	.....	.....	.....	2,995,365	547,275	—	100	....
Oct. 31, 1879	94.0	4.5	15.5	4-8.5	—	—	—	—	Catawissa (Phila. and Reading).....Penn.	6,206,668	—	.....	.....	4,359,500	1,802,350	.....	.....	125.5	.....	.....	.....	.....	.....	7pf	50	—
Mar. 31, 1880	242.0	—	12.7	4-8.5	22	15	5	325	Carolina Central.....N. C.	10,202,000	*	.....	.....	4,202,000	6,000,000	.....	.....	242.0	468,426	.....	134,524	466,519	189,270	—	100	....
Sept. 30, 1879	34.6	—	6.0	4-8.5	5	4	2	—	Cayuga and Susq.....New York.	612,135	79,541	.....	2,339	589,110	—	18	13,21[illegible]	34.6	75,090	21,672	73,578	57,929	2,589	6t	100	....
Aug. 31, 1880	294.5	17.0	27.0	5-0	59	93	37	1,579	Central, of Georgia.....Georgia.	7,800,000	*	3,589,301	710,838	7,500,000	3,852,000	774,827	—	713.5	1,079,243	103,703	.....	3,190,490	1,537,935	—	100	....
June 30, 1879	189.1	1.5	21.4	4-8.5	24	10	7	629	Central, of Iowa.....Iowa.	9,653,349	*	.....	.....	4,921,055	4,625,000	107,349	.....	190.6	467,641	157,242	285,952	715,563	160,545	—	100	....
Dec. 31, 1879	73.4	56.9	188.9	4-8.5	253	220	22	18562	Central of New Jersey.....New Jersey.	17,029,378	3,150,000	.....	.....	18,563,200	32,766,600	6,341,209	.....	130.2	4,324,938	.....	836,168	4,317,218	1,371,579	—	100	....
Dec. 31, 1879	883.2	329.9	194.3	4-8.5	264	302	68	5,244	*Central Pacific*¶.....Cal. Nev. & Utah	135,021,029	8,030,469	10,234,033	1,461,793	54,275,500	65,192,285	306,605	15,382,538	1,213.1	7,203,591	6,842,307	1,875,343	17,153,163	6,945,300	—	100	....
Dec. 31, 1879	158.0	273.4	37.0	4-8.5	109	57	44	1,955	Central Vermont.....Vermont.	.....	*	.....	.....	.....	.....	.....	.....	431.4	2,311,811	648,184	1,204,637	2,464,264	755,506	—	100	....
Sept. 30, 1879	195.0	—	13.0	5-0	22	17	6	219	Charlotte, Col. & Aug..N. C., S. C. & Ga.	5,132,315	*	372,892	23,626	2,578,000	2,700,971	144,941	105,122	195.0	366,525	62,384	95,476	458,167	228,105	—	100	....
Dec. 31, 1879	22.8	—	2.5	4-9	—	—	—	—	Chartiers (P., C. & St. L.).....Penn.	1,084,893	—	37,142	26,037	548,763	500,000	990	.....	22.8	67,547	130,743	167,571	84,660	30,596	—	50	....
Sept. 30, 1879	40.0	—	1.3	5-0	2	4	1	25	Ch raw and Darlington..... S. C	680 000	*	.....	.....	392 100	271,000	.....	.....	40.0	30,660	10,349	.....	52,568	26,531	—	100	....
Sept. 30, 1879	423.0	9.3	53.6	4-9	81	34	16	2,195	Chesapeake and Ohio.....Va. & W. Va.	54,238,716	*	534,267	133,243	23,762,136	22,526,215	5,716,662	457,197	432.3	2,060,344	166,369	686,527	1,891,542	384,210	—	100	....
Sept. 30, 1880	53.6	—	14.5	4-8.5	30	22	10	41[illegible]	Cheshire..... .....N. H. & Mass.	2,[illegible]95,239	322,266	.....	305,141	2,153,300	806,500	27,396	36,480	64.0	574,267	134,232	501,487	602,750	164,598	3	100	....
Dec. 31, 1879	248.5	145.7	198.8	4-8.5	187	80	27	4,218	Chicago and Alton .....Illinois.	19,095,603	*	3,537,160	4,663,315	12,490,872	11,627,850	2,597,983	579,373	840.4	3,609 638	843,429	2,634,177	5,755,677	2,706,156	6	100	....
Aug. 31, 1880	181.5	—	21.0	4-8.5	42	10	10	1,911	Chicago and Eastern Illinois.....Illinois.	4,136,343	*	202,408	172,924	333,054	3,714,329	259,340	204,956	152.0	1,600,088	146,219	749,340	1,020,794	389,445	—	100	..
Jun. 30, 1880	80.0	24.0	19.2	4-8.5	15	6	5	200	Chicago and Iowa .....Illinois.	3,410,202	*	.....	.....	.....	1,750,000	.....	196,841	104.0	.....	.....	.....	568,793	356,828	—	100	....
Dec. 31, 1879	170.0	75.6	33.6	4-8.5	29	15	12	715	Chicago & West Michigan.. ....Mich.	6,238,201	429,640	38,923	119,443	6,151,000	480,000	114,740	75,467	245.6	537,908	248,287	345 487	654,283	112,827	—	100	....
May 31, 1880	1,627	—	67.1	4-8.5	425	192	100	12066	Chicago & Northwestern. Ill. Wis. & Mich.	73,865,795	*	8,318,765	2,811,506	36,513,610	37,685,000	11,448 446	5,988,060	1,627.5	12,769,566	3,964,798	5,574,635	17,349,349	4,080,168	6	100	....
Jun. 30, 1879	156.0	8.5	10.0	4-8.5	6	4	4	152	Chicago and Paducah.....Illinois.	7,22[illegible].440	*	.....	.....	4,112,500	2,961,000	153,910	.....	164.5	.....	.....	144,571	270,585	45,477	—	100	....
Sept 30. 1879	30.5	—	1.5	3-0	2	2	—	73	Chi ago and Tomah .....Wis onsin.	211,342	*	.....	.....	13 400	88,000	109,942	.....	30.5	12,896	.....	.....	13,417	5,704	—	100	....
Dec. 31, 1879	486.5	1,273	474.9	4-8.5	374	149	70	11029	Chicago, Burlington & Quincy...Ill. & Ia.	58,112,329	16,526,547	3,722,845	1,834,371	31,004,456	27,270,225	16 526,547	4,492,866	1,857.3	8,600,517	2,076,184	4,686,353	14,817,105	7,260,038	8	100	....
Dec. 31, 1879	163.0	44.5	23.6	4-8.5	12	9	4	418	Chicago, Clinton, Dub. & Minn. Io. & Minn.	6,2[illegible]0.193	233,825	730,016	115 027	5,151,440	953,000	258,520	45,100	203.1	330,734	71,007	101,562	491,975	136,146	—	100	....
Dec. 31, 1879	916.5	1,619	182.6	4-8.5	229	140	91	7,303	Chicago, Milwaukee & St. Paul. Wis. I. & M.	70,457,770	*	2,291,103	817,196	27,883,744	41,349,500	1,501,292	3,531,538	2,231.0	7,655,701	1,555,446	2,569,734	10,012,820	4,539,025	7pf	100	....

June 30, 1880	85.5	—	6.5	4-8.5	5	4	2	429	Chicago, Pekin & Southwestern Illinois	.....	*	.....	.....	825,500	1,750,000	100,000	142,117	85.5	.....	.....	.....	568,793	356,823	—	100	....
Mar. 31, 1880	500.2	248.0	267.8	4-8.5	276	117	42	6,161	Chicago, Rock Island & Pacific.Ill. & Ia.	35,682,202	*	2,658,078	1,220,751	20,980,000	10,000,000	5,145	8,576,578	1,311.0	8,948,036	1,905,418	2,966,764	11,061,662	5,265,116	8	100	....
Dec. 31, 1879	38.0	—	3.3	4-8.5	4	2	2	58	Chicago, Saginaw and Canada.....Mich.	618,000	*	51,000	.....	286,000	195,000	735,800	L.547,800	38.0	61,876	47,254	59,061	60,908	19,528	—	100	....
Sept. 30, 1879	177.7	—	6.5	4-8.5	26	11	7	1,051	Chicago, St. Paul & Minneapolis....Wis.	9,726,165	*	889,328	.....	5,000,000	5,045,800	806,402	L.344,344	177.7	661,419	169,017	364,771	1,070,208	414,658	—	50	....
Sept. 30, 1879	10.3	—	0.6	4-8.5	1	1	1	4	Chippewa Falls and Western.....Wis.	288,574	*	.....	.....	143,200	132,000	13,375	.....	10.3	19,544	32,191	8,962	27,255	7,418	—	100	....
June 30, 1879	52.9	9.0	2.4	3-0	3	4	2	60	Cincinnati and Eastern.....Ohio.	573,322	*	127,988	3,507	240,063	279,600	185,155	.....	61.9	66,600	56,451	16,829	55,597	17,465	—	50	....
Dec. 31, 1879	148.4	—	13.7	4-9	12	11	4	359	Cincinnati and Muskingum Valley.Ohio.	5,540,164	*	44,348	26,215	3,997,320	1,500,000	600,930	L.487,523	148.4	413,227	189,336	285,645	374,666	110,142	—	50	....
Dec. 31, 1879	20.4	—	1.7	3-0	2	3	:	22	Cincinnati and Portsmouth.....Ohio.	240,586	29,972	55,500	.....	94,801	5,100	226,157	.....	20.4	.....	.....	.....	14,047	2,576	—	50	....
Mar. 31, 1880	50.9	—	39.8	4-9	34	38	13	628	Cincinnati, Hamilton and Dayton...Ohio.	3,827,078	1,118,931	853,174	1,151,361	3,500,000	2,960,000	519,939	1,650,605	50.9	.....	.....	.....	960,924	192,822	2	100	....
Mar. 31 1880	98.2	—	8.9	4-9	16	7	—	487	Cin., Hamilton & Ind. (C., H. & D.).O. & Ind.	2,436,087	229,072	60,080	.....	.....	2,500,000	1,217,045	.....	98.2	.....	.....	.....	372,773	66,622	—	100	....
June 30, 1880	175.0	125.0	50.0	4-8.5	50	47	19	1,312	Cin., Ind., St. L. and Chic....O., Ind. & Ill.	11,663,007	*	178,796	184,518	4,000,000	7,499,900	449,161	67,261	300.0	1,488,033	671,985	831,596	1,761,241	571,921	—	100	....
Mar. 31, 1880	42.0	—	2.8	4-9	3	2	—	171	Cin., Richmond & Chic. (C.H.&D.).Ohio.	826,733	184,552	700	21,356	382,600	625,000	8,820	16,922	42.0	.....	.....	.....	214,556	12,357	—	50	....
Jun. 30, 1879	154.2	15.5	16.0	4-9	30	26	12	715	Cincinnati, Sandusky & Cleveland...Ohio.	6,221,026	*	780,208	164,889	4,434,787	2,158,725	566,731	35,582	190.0	678,559	264,741	406 664	655,300	150,236	6pt	50	....
Dec. 31, 1879	111.0	—	5.0	4-8.5	7	6	3	109	Cincinnati, Wabash and Michigan...Ind.	3,418,500	*	.....	.....	1,450,000	2,000,000	26,000	.....	111.0	(Reorga	n'd April	14, 1880.)	213,955	22,102	—	100	....
Dec. 31, 1879	123.8	76.0	65.5	4-9	97	44	22	2,954	Clev. and Pittsb. (Pa.Co.).....Ohio & Pa.	16,615,871	*	378,525	491,648	11,244,250	5,078,343	366,726	796,724	199.7	2,041,959	695,479	1,810,187	2,418,515	1,151,780	7	50	....
Dec. 31, 1879	391.2	18.1	133.5	4-8.5	143	65	24	4,023	Cleveland, Col. Cin. & Ind...Ohio & Ind.	18,044,795	*	3,567,821	1,278,694	14,991,800	6,337,000	766,103	795,908	391.2	4,640,177	740,181	2,299,711	3,758,967	1,066,660	2½	100	....
Dec. 31, 1879	144.0	—	17.7	4-9	22	13	13	600	Clev., Mt. Vernon and Del.....O.	4,831,382	*	10,086	28,045	1,769,579	2,969,000	848,892	L.716,958	156.5	397,140	238,992	310,044	404,025	27,062	—	100	....
Dec. 31, 1879	101.1	—	38.9	4-8.5	19	5	4	946	Clev., Tuscarawas Val. and Wheeling O	4,644,671	*	694,956	34,043	1,055,950	4,056,000	295,023	L. 33,253	101.1	408,748	132,325	554,2.2	446,750	162,319	—	50	....
Dec. 31, 1879	75.5	29.4	31.0	4-9	35	8	4	1,511	Columbus and Hocking Valley .....Ohio.	3,301,748	1,265,711	530,821	133,488	2,030,150	2,530,000	170,258	511,360	164.9	840,397	147,313	1,306,966	1,032,572	395,799	8	50	....
Dec. 31, 1879	117.7	—	14.9	4-8.5	12	10	4	901	Columbus and Toledo.....Ohio.	2,846,323	*	863,738	65,872	915,098	2,468,000	303,660	89,095	117.7	446,549	164,352	454,119	574,893	260,260	—	50	....
Dec. 31, 1879	187.3	393.2	88.5	4-9	125	61	8	1,635	Col., Chic. & Ind. C.(Pa.Co.).O. Ind. & I	28,851,097	*	.....	.....	23,960,823	15,821,000	.....	.....	580.5	4,578,582	695,557	2,310,058	3,911,261	756,301	—	100	....
Mar. 31 1880	56.0	14.9	4.8	4-8.5	—	—	—	—	Concord and Claremont.....N. H.	1,126,606	*	13,122	32,751	410,900	500,000	254,280	7,299	70.9	.....	.....	.....	139,854	49,688	—	100	....
Mar. 31, 1880	35.0	7.0	79.5	4-8.5	40	44	16	946	Concord.....New Hampshire	1,500,000	*	126,275	135,156	1,500,000	.....	151,495	109,926	141.7	661,078	527,003	899,662	870,088	262,793	10	50	....
June 30, 1880	110.3	—	16.7	4-8.5	28	14	9	920	Connecticut and Passump. Riv..Vermont.	3,447,825	*	864,436	9,613	2,175,700	1,436,500	434,424	275,250	147.0	449,078	156,934	219,604	657,548	226,140	3	100	....
Sept. 30, 1880	50.0	5.8	38.4	4-8.5	20	35	5	359	Connecticut River .....Massachusetts.	2,396,038	241,939	105,826	441,582	2,100,000	.....	440,067	645,318	79.8	442,444	1,122,000	469,029	731,44	232,121	8	100	....
Sept. 30, 1880	20.2	9.0	1.3	4-8.5	:	4	1	22	Connecticut Central.....Conn.	770,655	*	2,811	42	448,500	325,000	12,914	.....	34.4	77,005	46,519	47,732	61,714	df. 3,998	—	100	....
Sept. 30, 1880	66.7	—	13.0	4-8.5	10	13	3	219	Connecticut Western .....Conn.	5,012,027	*	.....	.....	1,892,099	3,200,000	.....	.....	68.3	238,653	179,047	147,115	238,810	15,564	—	100	....
Sept. 30, 1879	43.0	18.0	8.1	4-8.5	8	8	2	126	Corning, Cowanesque & Antrim.N.Y.&P.	1,900,000	*	.....	.....	1,900,000	450,000	.....	.....	71.0	155,112	58,967	657,991	426,919	127,754	—	100	....
Dec. 31, 1879	82.2	42.8	19.4	4-9	21	25	5	243	Cumberland Valley .....Md. & Penn.	1,887,466	*	58,299	616,649	1,777,850	352,300	47,257	585,007	125.0	283,472	323,045	374,172	503,597	264,900	10	50	....
Sept. 30, 1880	23.8	10.0	5.0	4-8.5	6	8	3	89	Danbury and Norwalk .....Connecticut	983,091	171,463	16,407	30,523	600,000	531,500	.....	69,984	33.8	114,515	280,054	72,716	184,407	60,080	2½	50	....
June 30, 1879	128.4	32.3	6.1	4-8.5	8	7	4	100	Davenport and Northwestern.....Iowa.	5,130,000	*	326,134	19,229	3,420,000	1,710,000	365,886	20,189	160.7	207,369	63,550	72,584	189,212	df. 4,924	—	100	....
Mar. 31, 1880	147.0	—	28.8	4-9	29	15	1	709	Dayton and Michigan (C., H. & D.).Ohio.	6,113,913	776,584	12,145	758	3,612,824	2,728,800	707,135	.....	142.0	.....	.....	.....	1,040,862	411,434	1½	50	....
Oct. 31, 1879	83.8	16.7	10.1	4-8.5	—	—	—	—	Delaware ¶ (P.W.& B.).....Delaware.	1,836,844	*	370,014	50,141	1,456,720	751,000	50,280	.....	100.5	325,012	.....	.....	448,363	134,508	6	50	....
Dec. 31, 1879	115.0	92.5	151.7	4-8.5	165	41	22	18538	Delaware, Lack. and Western.....Penn.	29,426,682	*	2,269,620	5,657,301	26,200,000	5,887,100	2,608,137	3,658,357	207.5	3,994,740	500,709	5,253,442	5,371,297	3,146,033	—	50	....
Dec. 31, 1879	19.9	—	4.6	4-8.5	3	3	2	30	Delaware Western.....Del. & Pa.	269,584	*	16,114	4,507	248,400	.....	19,158	24,652	19.9	26,840	28,457	87,622	53,339	9,546	2	100	....
Dec. 31, 1879	250.6	88.9	22.0	3-0	40	19	11	9-7	Denver and Rio Grande .....Col.	18,672,500	*	.....	.....	11,250,000	7,422,500	.....	.....	339.5	.....	.....	.....	1,157,466	.....	—	100	....
June 30, 1879	83.9	—	6.1	4-8.5	9	5	2	143	Des Moines and Fort Dodge.....Ia.	4,021,160	*	.....	.....	1,843,100	2,178,000	.....	.....	87.2	131,288	42,524	91,400	205 131	76,273	—	100	....
Dec. 31, 1879	109.8	38.6	13.1	4-8.5	14	13	3	1,312	Detroit and Bay City.....Michigan.	4,388,269	*	41,048	6,177	1,325,750	2,330,000	1,379,076	L. 599,330	148.0	358,931	218,854	190,271	472,078	189,177	—	100	....
Dec. 31, 1879	189.0	2.6	32.4	4-8.5	36	28	16	474	Detroit, Grand Haven & Milw.....Mich.	6,700,000	*	333,265	152,065	1,500,000	5,200,000	336,919	148,412	191.6	754,746	434,246	444,908	1,112,463	368,079	—	100	....
Dec. 31, 1879	156.6	51.8	32.7	4-8.5	28	15	8	799	Detroit, Lansing & Northern.....Mich.	6,852,904	545,288	171,304	322,878	4,328,997	3,166,000	244,526	152,846	201.5	662,965	434,102	417,768	1,108,933	449,146	—	100	....
Sept. 30, 1879	90.0	—	11.9	4-9½	12	8	2	9	Dunkirk, All. Valley & Pitts N.Y. & Pa.	4,552,654	262,725	4,843	4,251	1,800,000	3,200,000	221,016	103,458	90.8	428,780	114,860	254,164	283,134	deficit.	—	100	....
Dec. 31, 1879	20.0	—	5.6	3-0	6	12	2	—	East Broad Top.....Pennsylvania.	1,052,391	*	98,407	.....	549,248	500,000	102,550	.....	30.0	75,607	23,653	169,692	97,739	42,325	—	50	....
Nov. 30, 1879	7.5	3.1	4.2	4-8.5	—	—	—	—	East Mahanoy (P. & R.).....Pa.	392,550	*	600	1,317	393,850	.....	1,197	120	10.7	.....	.....	.....	[Rental	25,679	6	50	....
Jun. 30, 1880	242.0	30.0	27.0	5-0	35	27	12	617	East Tenn., Va. & Ga. ¶.....Tenn. & Ga.	9,186,090	*	805,865	329,385	1,967,074	4,186,000	576,041	3,592,223	272.0	986,689	.....	377,418	1,212,887	449,415	3	100	....
Sept. 30, 1880	41.4	76.9	32.0	4-8.5	77	155	38	1,528	Eastern.....Massachusetts.	7,000,000	908,700	1,543,624	580,631	4,997,600	13,592,829	1,454,447	deficit.	281.7	2,348,980	5,249,769	1,621,999	2,905,056	1,084,928	—	100	....
Dec. 31, 1879	81.0	3.4	56.2	4-9	29	5	4	1,319	Erie and Pittsburg (Penn. Co.).....Pa.	3,180,937	1,895,725	256,679	6,152	1,998,400	3,322,000	52,987	L. 32,893	84.4	550,428	127,670	723,233	588,153	175,096	7	50	....
Aug. 31, 1880	109.0	29.0	21.0	4-8.5	26	12	5	80	Evansville and Terre Haute.....Indiana.	2,616,868	709,858	108,567	236,401	1,120,566	1,150,000	123,190	1,277,878	188.0	511,623	189,734	452,854	712,383	213,255	5	50	....
Jun. 30, 1879	48.3	—	7.0	4-9	7	4	2	311	Evansville, Terre Haute & Chi..Ind. & Ill.	1,649,600	*	15,159	7,722	458,661	1,100,000	113,821	.....	48.3	.....	.....	.....	242,896	94,236	—	100	....
Sept. 30, 1880	12.2	—	0.7	4-8.5	—	—	—	—	Fall River.....Massachusetts.	445,664	—	.....	17,599	200,000	200,000	88,096	L. 24,833	12.2	25,285	36,543	9,0 6	30,618	8,377	—	100	....
Sept. 30, 1880	143.0	42.6	104.4	4-8.5	81	110	25	2,638	Fitchburg .....Massachusetts.	6,117,398	*	1,713,191	71,506	4,500,000	1,500,000	1,310,306	591,788	244.4	1,884,771	2,461,603	1,546,950	2,464,599	739,034	6	100	....
Dec. 31, 1879	253.4	39.7	69.1	4-8.5	46	32	11	853	*Flint and Pere Marquette*.....Mich	7,415,831	1,494,452	1,850,856	235,107	3,298,200	7,844,065	2,165,938	.....	307.5	861,032	552,753	495,817	1,151,201	405,289	—	100	....
Sept. 30, 1879	10.0	—	1.0	4-8.5	3	4	1	10	Fonda, Johnstown & Gloversville..N. Y.	458,689	76,516	.....	.....	300,000	300,000	25,500	6,539	10.0	57,604	107,305	45,700	104,023	45,792	—	100	....
Jun. 30, 1879	22.5	—	1.2	4-8.5	2	5	—	17	Fredericton.....New Brunswick	675,000	*	.....	.....	319,280	100,000	310,000	.....	22.5	44,564	28,594	9,349	24,548	7,250	—	100	....
Dec. 31, 1879	215.0	—	20.0	4-8.5	24	17	8	480	Galv., Harrisb. & St. Antonio ¶.....Tex.	9,695,982	813,942	2,190,468	577,306	6,450,000	5,300,000	763,484	764,216	215.0	447,103	71,226	156,183	1,390,670	818,767	—	100	....
Dec. 31 1879	56.0	—	8.5	4-8.5	17	9	6	253	Galv., Houston and Henderson ¶.....Tex.	3,510,419	*	20,705	52,909	1,000,000	1,500,000	159,764	924,269	50.0	150,115	61,195	205,220	536,847	226,560	—	100	....
Sept. 30, 1879	14.1	2.8	7.7	4-8.5	—	—	—	—	Geneva & Lyons (N.Y.C.&H.R.)...N.Y.	322,225	*	.....	.....	15,000	307,225	.....	.....	14.1	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1879	75.0	—	14.7	4-8.5	13	7	5	219	Geneva, Ithaca & Sayre.....N. Y.	1,760,294	157,332	.....	.....	1,475,000	600,000	194,908	.....	75.0	401,244	101,248	514,858	302,872	deficit.	—	100	....
Mar. 31, 1880	171.0	60.0	26.0	5-0	40	31	11	744	Georgia (& Banking).....Ga.	4,200,000	*	52,440	2,569,826	4,200,000	1,581,000	33,523	1,007,744	307.0	1,017,797	.....	.....	1,169,524	403,075	6	100	....
Dec. 31, 1879	57.5	0.5	3.8	4-8.5	4	4	1	98	Grand Haven.....Michigan.	960,000	*	24,153	4,653	800,000	160,000	50,822	.....	58.4	92,872	38,233	28,801	61,652	df. 6,320	—	100	....
Dec. 31, 1879	332.	—	30.7	4-9	40	23	11	1,101	*Grand Rap. and Ind.* (Pa.Co.)Mich. & Ind	11,092,086	*	60,008	337,206	2,800,000	8,000,000	2,332,686	.....	232.1	1,050,080	550,893	418,668	1,345,134	432,644	—	100	....
Jun. 30, 1879	356.0	334.2	224.1	4-8.5	434	274	84	8,178	Grand Trunk ¶.....Canada.	152,416,400	*	.....	.....	118,503,930	22,158,980	13,658,340	.....	1,390.2	5,452,609	1,975,519	2,371,225	3,784,520	2,068,610	—	100	....
July 31, 1879	229.4	283.2	238.3	4-8.5	216	165	38	4,661	Great Western ¶.....Canada.	48,383,895	*	1,746,465	1,250,000	45,605,080	5,764,000	.....	.....	823.0	3,338,095	1,227,925	1,789,211	3,765,330	1,216,055	—	100	....
Sept. 30, 1879	209.3	9.5	13.0	4-8.5	18	12	4	530	Green Bay and Minnesota....Wisconsin.	12,354,421	*	.....	.....	7,995,900	3,979,360	1,710,616	.....	218.8	326,318	60,744	115,903	348,690	144,133	—	100	....
Dec. 31, 1879	206.4	85.9	46.4	4-8.5	78	30	16	1,529	*Hannibal and St. Joseph* ¶.....Missouri.	12,712,746	863,077	.....	.....	14,251,724	8,633,000	.....	.....	292.3	1,352,213	282,379	622,553	1,997,405	773,984	—	100	....
Sept. 30, 1880	18.0	—	1.0	4-8.5	2	4	2	18	Hanover Branch.....Mass.	194,826	60,563	.....	6,012	123,950	30,000	222	107,230	8.0	22,160	39,390	19,390	32,189	6,972	3	100	....
Dec. 31, 1879	33.0	—	2.5	4-8.5	8	6	2	75	Han. Junc., Han. & Gettysb.....Penn.	387,816	91,322	.....	.....	116,850	200,500	16,000	.....	30.0	76,350	36,231	57,485	52,830	15,978	—	50	....
Dec. 31, 1879	25.1	2.0	1.0	4-8.5	1	1	—	6	Harrisburg and Potomac.....Pa.	327,987	5,766	.....	.....	379,165	507,200	.....	.....	27.1	20,034	6,501	35,780	11,294	1,578	—	100	....
Jun. 30, 1880	75.7	—	3.5	3-0	3	1	1	85	Havana, Rantoul and Eastern..Ind. & Ill.	566,605	*	2,489	2,767	228,100	203,000	93,832	46,928	75.7	.....	.....	53,327	72,877	31,825	—	100	....
Dec. 31, 1879	16.0	—	0.5	4-8.5	1	1	1	5	Henderson and Overton.....Texas.	170,500	*	.....	.....	93,000	93,000	.....	.....	16.0	11,950	6,875	20,000	33,450	13,450	4	100	....
Sept. 30, 1880	74.0	—	11.0	4-8.5	22	24	11	460	Housatonic .....Connecticut.	2,662,658	*	297,362	187,405	2,000,000	850,000	98,908	187,898	74.0	526,659	291,620	341,489	740,998	146,995	8pt	100	....
Apr. 30, 1879	341.0	169.0	34.0	4-8.5	66	38	20	1,270	Houston and Texas Central¶.....Texas.	21,876,021	1,331,342	6,864,922	353,302	7,722,900	14,586,500	3,089,096	5,521,091	553.0	1,499,383	247,359	457,840	3,031,632	1,323,906	—	100	....
Dec. 31, 1879	63.0	—	0.3-0	5	2	—	—	120	Houston, E. & West Texas.....Texas.	947,400	*	35,500	.....	500,000	150,000	24,908	.....	63.0	40,069	12,530	31,300	94,716	49,622	—	100	....
Dec. 31, 1879	45.0	16.0	1.0	4-8.5	18	4	3	52	Huntingdon and Broad Top Mt.....Penn.	4,376,091	*	.....	.....	2,106,500	2,404,600	137,500	.....	61.6	176,425	48,560	283,398	253,640	124,435	—	50	....
Jun. 30, 1880	15.0	3.0	0.0	4-8.5	5	3	1	294	Illinois and St. Louis.....Illinois	1,570,564	*	8,091	3,922	1,360,100	200,000	50,857	deficit.	18.0	602,107	141,570	247,477	186,335	47,557	2½	100	....
Dec. 31, 1879	405.5	—	14.1	4-8.5	212	119	56	5,155	*Illinois Central*.....Illinois.	35,756,782	*	7,175,052	862,765	29,000,000	12,100,000	117,229	2,577,369	1,286.7	4,459,672	1,807,744	2,324,485	5,711,282	2,684,582	6	100	....
Jun. 30, 1880	178.3	—	12.4	4-8.5	16	7	2	650	Illinois Midland .....Ind. & Illinois.	6,649,527	*	20,862	14 678	2,000,000	4,175,000	1,456,026	.....	178.1	318,900	67,833	260,851	336,937	498,731	—	100	....
Jun 30, 1880	189.0	40.0	33.0	4-8.5	56	29	14	1,641	Indianapolis and St. Louis (Pa. Co.).Ind.			Included	in St. L	ouis, Alt	on and T	erre Ha	ute.	193.0	1,180,638	230,867	664,470	1,262,470	499,394	—	100	....
Dec. 31, 1879	116.6	—	5.3	4-8	13	8	4	239	Indianapolis & Vin. (Pa. Co.)..Ind & Ill.	4,665,449	*	28,575	8,931	1,402,000	3,150,000	150,956	.....	116.6	278,664	85,011	160,746	301,371	66,248	—	100	....
Dec. 31, 1880	202.3	—	32.4	4-8½	40	15	9	854	Ind., Bloomington & Western..Ind. & Ill.	10,430,000	*	53,505	311,958	3,330,000	7,500,000	156,358	257,100	202.3	1,115,905	295,689	492,148	1,185,347	491,086	—	100	....
Aug. 31, 1880	52.5	—	15.2	4-9	6	4	4	250	Ind., Decatur & Springfield....Ind. & Ill.	4,885,127	*	89,566	109,933	500,000	4,369,000	101,307	64,120	152.5	.....	89,52	149,634	339,850	142,685	—	100	....
Dec. 31, 1879	417.9	102.3	35.0	4-8.5	40	29	9	788	International & Great Northern ¶.....Tex.	16,963,628	1,479,394	46,180	.....	5,500,000	9,448,000	378,327	3,162,876	529.3	816,225	113,317	254,188	1,775,863	597,396	—	100	....
Dec. 31, 1879	110.3	75.6	34.7	4-9	44	33	15	636	Jeffersonv., Madison & Ind..Ky. & Ind.	6,508,712	*	201,202	52,574	2,900,000	5,000,000	92,540	L.290 050	185.9	1,057,355	648,332	1,159,949	1,246,324	492,863	7	100	....
Dec. 31, 1879	159.9	—	30.0	4-8.5	26	60	19	849	Kan. City, Ft. Scott and Gulf....Kansas.	10,377,019	*	292,744	314,276	6,750,000	4,000,000	239,360	L. 5,321	190.6	612,574	155,723	494,57	895,864	332,811	—	100	....
Dec. 31, 1879	145.3	41.4	14.8	4-8.5	19	148	8	215	Kan. City, Lawrence & Southern....Kan.	5,636,252	259,041	45,841	58,468	2,940,000	2,940,000	40,518	59,085	184.7	292,318	78,093	167,472	402,050	36,391	—	100	....
Dec. 31, 1879	198.8	55.0	37.0	4-8.5	36	22	1	863	Kansas City, St. Joseph & Co. Bl. Mo. & Ia.	9,260,385	1,269,280	232,329	769,077	2,796,356	7,939,474	319,643	425,587	253.8	922,508	287,726	870,856	1,768,154	702,490	—	100	....
Apr. 30, 1880	148.5	—	12.0	5-0	19	19	7	346	Kentucky Central.....Ky.	5,225,000	*	881,339	108,485	5,000,000	1,025,000	39,748	150,078	148.5	507,853	.....	.....	608,029	222,514	1	100	....
Sept. 30, 1879	7.6	—	4.3	4-8.5	6	3	—	138	Lake Champlain and Moriah.....N. Y.	294,119	59 068	30,057	18,057	200,000	3,000	—	198,322	7.6	12,405	91	196,981	87,731	43,380	10	100	....
Jun. 30 1880	243.0	9.2	25.3	4-8.5	43	1	19	1,466	Lake Erie and Western.....I. & Ohio.	13,414,271	835,413	48,719	158,186	7,000,000	6,300,000	682,192	Loss.	362.2	385,888	167,834	243,206	574,660	218,10	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Gauge of Track.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Transported. Passengers.	Operations. Transported. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	ft-in						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1879	540.4	484.8	696.7	4-8.5	495	134	116	16533	L. S. & Mich. S.N.Y., P., O., Mich., Ind. & Ill.	70,740,479	14,278,000	4,807,829	2,477,183	50,000,000	37,439,000	2,545,881	3,078,562	1,176.8	12,966,275	2,822,121	7,541,294	15,271,492	6,336,968	6½	100	....
Nov. 29, 1879	161.0	132.4	364.2	4-8.5	238	71	36	26376	Lehigh Valley.....N. Y. & Pa.	28,861,189	2,480,830	.....	.....	27,428,780	25,437,000	347,360	.....	293.4	4,290,681	930,204	4,670,023	6,540,364	3,543,382	4	50	....
Dec. 31, 1879	10.5	—	1.5	3-0	2	2	1	18	Ligonier Valley.....Pa.	64,054	*	.....	.....	100,000	62,747	.....	—	10.5	12,875	13,176	12,642	18,510	7,740	—	50	....
Dec. 31, 1879	84.0	16.0	—	4-8.5	45	38	12	698	Little Miami .....Ohio.	5,046,241	*	1,965,942	34,724	4,637,300	2,013,000	34,946	359,661	195.5	1,219,194	835,541	787,769	1,332,496	440,790	8	50	....
Dec. 31, 1879	165.2	—	4.1	4-8.5	10	6	2	229	*Little Rock and Ft. Smith* ¶.....Ark.	7,010,817	*	961,167	8,199	4,096,135	2,648,500	1,528,826	L. 298,278	165.2	233,829	54,516	.....	362,160	156,829	—	100	....
Sept. 30, 1879	94.8	63.5	12.4	4-8.5	78	211	19	381	Long Island ¶.....N. Y.	6,271,300	*	.....	.....	3,260,600	2,479,712	725,886	.....	325.6	1,712,474	5,043,848	286,071	1,617,950	338,859	—	100	....
Dec. 31, 1879	16.9	—	1.2	4-8.5	2	3	1	78	Los Angeles and Independent.....Cal.	418,071	86,203	6,032	48,403	502,500	.....	.....	L. 56,210	16.9	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1879	185.2	809.7	—	5-0	186	67	33	3,112	Louisville & Nashville. Ill., T., Ky. & Ala.	32,703,9 2	*	13,326,077	1,267,520	9,059,361	2[illegible],902,820	10,425,589	3,909,759	1,359.9	5,627,177	.....	.....	7,435,843	3,227,644	8	100	....
Jun. 30, 1879	174.9	—	28.2	4-8.5	32	28	17	511	Louisville, Cincinnati and Lexington. Ky.	5,995,352	*	86,083	307,93[illegible]	1,860,603	3,764,700	522,498	241,567	232.3	.....	395,673	403,833	1,129,632	425,271	—	50	....
Dec. 31, 1879	238.2	—	26.0	4-8.5	23	14	5	495	Louisville, N. Albany & Chicago....Ind.	3,000,000	*	52,854	2,502	3,000,000	.....	57,356	.....	238.2	.....	169,236	415,998	696,631	99,974	—	100	....
Jun. 30, 1879	33.5	—	0.2	4-8.5	2	1	—	5	Louisv., N. A. & Chic....Ind., Ill. & St. L.	1,308,885	*	.....	3,037	379,100	—	946,104	L. 1,362	36.5	.....	6,592	10,760	17,106	df. 1,752	—	100	....
Dec. 31, 1879	22.1	—	4.6	4-8.5	2	1	1	4	McKean and Buffalo.....Pa.	804,376	*	6,155	.....	387,600	398,000	48,114	—	22.1	40,058	23,802	100,349	50,235	26,279	—	100	....
Dec. 31, 1879	136.6	170.2	49.2	4-8.5	58	58	25	1,119	Maine Central.....Me.	10,018,152	1,658,541	895,075	115,082	3,603,300	3,721,018	34,225	328,309	354.9	917,353	553,364	396,107	1,508,377	638,397	—	100	....
Mar. 31, 1880	22.4	—	4.9	4-8.5	—	—	—	—	Manchester and Lawrence.....N. H.	1,000,000	—	40,124	53,132	1,000,000	—	21,964	103,292	26.1	.....	.....	.....	175,899	100,745	—	100	....
Dec. 31, 1879	63.1	25.4	19.6	4-8.5	36	5	4	1,701	*Marquette Hough. & Ontonagon*.....Mich.	7,813,935	1,050,376	20,667	83,669	4,565,627	4,186,200	122,559	94,247	85.6	203,841	65,830	644,887	552,671	275,743	—	100	....
Jun. 30, 1879	272.0	20.0	29.0	5-0	36	27	11	593	Memphis & Charleston.....T., M. & Ala.	8,640 954	*	1,378,069	412,558	5,312,725	4,220,000	1,360,435	L. 466,579	292.0	520,485	.....	148,377	862,513	231,039	—	100	....
Dec. 31, 1879	135.0	—	16.3	5-0	14	6	4	201	Memphis and Little Rock.....Arkansas.	4,678,828	*	.....	18,514	1,500,000	2,850,000	97,024	231,814	135.0	169,475	52,052	70,253	428,621	138,367	—	100	....
Dec. 31, 1879	284.0	—	102.9	4-8.5	219	118	34	5,193	Michigan Central.....Mich.	33,579,901	*	1,770,782	195,321	18,738,204	13,691,000	.....	3,116,801	803.7	7,697,061	1,445,655	3,513,819	7,346,794	2,647,202	5½	100	....
Sept. 30, 1879	10.2	—	0.4	4-8.5	1	1	—	1	Middletown and Crawford.....N. Y.	192,511	3,162	6,714	.....	122,300	79,300	787	.....	10.2	17,732	14,850	9,332	21,547	6,282	—	100	....
Jun. 30, 1879	166.7	22.6	19.[illegible]	4-8.5	11	17	8	290	Midland of Canada.....Ont.	4,164,065	*	.....	.....	1,946,666	2,067,554	840,080	.....	139.3	282,551	11,398	123,106	248,829	60,489	—	100	....
Sept. 30, 1879	152.8	6.0	9.3	4-8.[illegible]	15	8	4	283	Milwaukee, L. Shore and Western...Wis.	7,091,421	*	68,738	24,885	6,000,000	1,110,000	107,731	.....	158 8	261,793	76,983	158,950	237,505	96,921	—	100	....
Jun. 30, 1879	108.0	—	8.0	4-8.5	18	6	3	286	Minneapolis and St. Louis....Minnesota.	3,789,096	*	.....	.....	2,000,000	1,405,000	384,096	.....	123.0	256,852	77,571	284,500	393,649	114,382	—	100	....
Sept. 30, 1880	100.0	—	8.4	5-0	12	18	3	158	Mississippi and Tennessee..Miss. & Tenn.	3,011,389	*	39,478	63,183	825,400	1,982,569	45 023	260,059	100.0	227,441	.....	.....	525,489	269,280	—	100	....
Dec. 31, 1879	112.0	—	10.0	4-8.5	10	2	2	275	Missouri, Iowa and Nebraska..Mo. & Ia.	4,512,500	*	31,000	10,340	2,147,500	2,365,000	41,240	—	118.0	116,620	.....	.....	155,520	31,458	—	100	....
Dec. 31, 1879	576.0	232.0	101.0	4-5.5	88	34	27	1,589	Missouri, Kansas and Texas..M.K.& Tex.	47,210,332	*	.....	.....	21,405,000	25,805,332	.....	.....	808.0	2,721,621	296,652	676,785	3,344,292	1,368,772	—	100	....
Dec. 31, 1879	283.3	11.2	84.0	4-9	107	54	23	2,427	Missouri Pacific.....Missouri.	15,842,391	*	752,657	1,564,245	800,000	15,123,000	675,970	1,560,323	421.6	2,041,542	896,401	1,893,657	3,922,398	1,783,734	—	100	....
May 31, 1880	84.0	—	4.2	5-0	4	5	3	69	Mobile and Girard.....Alabama.	1,715 439	*	294,871	53,815	1,278,941	1,133,500	8,071	L. 356,386	84.0	130,030	37,647	.....	228,040	78,704	—	100	....
Jun. 30, 1880	472.0	34.0	48.3	5-0	75	25	15	1,072	Mobile & Ohio...Ala., Miss., Tenn. & Ky.	20,459,244	*	795,892	1,143,042	5,320,600	16,250,000	160,115	667,463	506.0	1,468,475	238,960	338,552	2,284,616	824,926	—	100	....
Nov. 30, 1879	28.0	—	2.0	3-0	2	2	1	14	Montrose.....Pa.	332,141	37,909	.....	.....	306,336	44,900	.....	.....	28.0	25,056	10,335	9,181	20,884	2,831	—	50	....
Dec. 31, 1879	6.7	—	1.5	4-8.5	1	2	—	—	Muncy Creek.....Pa.	343,650	9,300	.....	.....	124 450	180,000	41,000	.....	6.7	14,400	2,774	11,584	8,905	924	—	50	....
Sept. 30, 1880	14.5	—	20.5	4-8.5	19	16	7	290	Nashua and Lowell.....N.H.& Mass.	666,015	218,243	333,475	232,738	800,000	300,000	207,739	142,782	53.6	328,530	546,963	329,031	435,235	146,911	7	100	....
Mar. 31, 1880	48.4	—	4.0	4-8.5	—	—	—	—	Nashua & Rochester (W. & N.)....N. H.	2,009,581	—	.....	35	1,305,800	700,000	3,816	—	48.4	.....	.....	.....	74,174	74,174	3	100	....
Jun. 30, 1880	321.0	132.5	45.0	5-0	77	30	17	1,184	Nashv., Chattanooga & St.L..T.Ala. & Ky.	14,360,900	*	178,593	976,150	6,848 900	7,512,000	948,594	206,178	453.5	1,488,454	212,277	.....	2,099,155	914,407	3½	25	....
Sept. 30, 1880	56.5	—	10.7	4-8.5	10	13	5	418	Naugatuck.....Connecticut.	1,903,484	224,086	63,525	150,188	2,090,000	—	33,563	317,670	56.5	295,826	352,288	228,196	592,151	242,063	10	100	....
Dec. 31, 1879	22.6	—	1.5	3-0	3	2	2	36	Nevada County N. G.....Cal.	582,651	*	8,043	43	242,200	250,000	16,500	82,037	22.6	76,196	49,958	19 814	101,949	44,759	—	100	....
Jun. 30, 1879	162.0	29.0	5.0	3-6	10	6	3	112	New Brunswick.....New Br.	2,021,000	*	.....	.....	200,000	1,722,000	99,000	.....	191.0	246,612	20,262	34,451	102,927	6,927	—	100	....
Jun. 30, 1879	74.0	46.0	14.5	3-8.5	11	12	3	135	New Brunswick and Canada.....N. Br.	2,580,000	*	.....	.....	1,788,000	170,000	622,000	—	120.0	115,237	32,324	96,565	161,315	36,405	—	100	....
Sept. 30, 1879	58.6	—	8.0	4-8.5	—	—	—	—	Newburg, Dutchess and Conn.....N. Y.	2,258,342	*	9,428	33,224	887,350	1,164,500	249,154	—	58.6	113,763	59,392	112,780	164,489	18,845	—	100	....
Sept. 30, 1880	8.3	—	0.4	4-8.5	2	1	—	3	New Canaan.....Conn.	280,746	27,198	4,018	.....	164,050	99,878	.....	—	8.3	18,280	40,447	4,620	14,163	6,830	—	50	....
Sept. 30, 1880	18.0	—	1.7	4-8.5	3	4	2	53	New Haven and Derby.....Conn.	969,317	115,407	3,896	18,500	447,100	525,000	90,939	44,081	18.0	47,318	123,445	62,327	122,886	48,776	—	100	....
Sept. 30, 1880	94.6	33.7	21.3	4-8.5	21	18	8	438	New Haven and Northamp. Conn. & Mass.	4,593,242	796,516	84[illegible]222	160,729	2,460,000	2,689,000	271,386	214,323	144.6	460,007	360,940	360,234	703,206	293,156	—	100	....
Sept. 30, 1879	31.5	—	5.7	6-0	5	15	5	20	New Jersey and New York. N. J. & N. Y.	2,614,878	*	.....	.....	1,187,400	1,034,500	416,813	—	36.0	157,664	391,500	47,538	156,106	40,750	—	100	....
Sept. 30, 1880	100.0	21.0	22.4	4-8.5	22	15	9	279	New London Northern....Conn. & Mass.	2,760,372	246,720	100,000	136,523	1,500,000	1,499,500	99,006	155,108	121.0	517,233	365,008	469,500	591,347	183,547	6	100	....
Sept. 30, 1879	14.8	—	15.[illegible]	3-0	13	77	2	32	New York and Man. Beach.....N. Y.	643,116	202,426	579,016	66,100	500,000	975,200	6,253	9,206	22.8	164,624	1,062,986	12 072	296,464	112,048	16	100	....
Sept. 30, 1880	208.2	66.0	62.8	4-8.5	87	119	40	1,588	N. York & N. England..M., R. I. & Conn.	27 087,935	1,616,306	322,785	665,809	20,000,000	4,468,000	2,491,864	732,971	316.1	1,902,113	3,121,059	968,549	2,324,941	717,141	—	100	....
Sept. 30, 1879	441.7	298.4	1,416.4	4-8.[illegible]	594	459	167	—	New York Central & Hudson River. N.Y.	137,757,158	*	4,050,054	2,262,191	89,428,300	40,418,508	5,112,049	9,100,539	1,018 3	16 861,509	8,130,543	9,441,243	25,747,558	10,496,283	8	100	....
Sept. 30, 1879	16.5	1.0	17.7	4-8.5	131	292	—	—	New York Elevated.....N. Y.	15,000,000	*	.....	.....	6,500,000	8,500,000	.....	—	17.5	2,979,666	29,875,912	.....	2,239,849	1,068,149	10	100	....
Sept. 30, 1879	460.0	100.8	757.4	4-8.5	523	314	97	—	N. Y., Lake Erie & Western. N. Y. & Pa.	158,635,707	*	1,537,562	2,976,842	83,247,000	67,173,745	8,218,228	3,911,138	1,009.5	14,293,876	5,491,431	8,715 892	18,698,109	7,049 182	—	100	....
Sept. 30, 1880	123.2	17.5	184.7	4-8.5	97	214	60	2,545	N. Y., N. H. & Hartford. N.Y. C.& Mass.	12,889,584	2,154,455	768,623	2,1[illegible]4,052	15,500,000	—	331,431	2,145,283	152.5	2,462,832	4,600,507	1,348,687	4,294,235	1,694 985	10	100	....
Sept. 30, 1879	249.0	95.0	46.0	4-8.5	79	28	24	1,378	N. Y. & Osw go Midland.....N. Y.	26,377,340	*	.....	.....	6,800,522	16,078 500	6,524,436	.....	344.0	410,479	218,161	216,100	523,592	34,401	—	100	....
Sept. 30, 1879	62.5	—	57.7	4-8.5	25	31	12	253	N. Y., Providence & Boston..Conn.& R.I.	2,645,022	559,487	.....	.....	3,000,000	1,050,000	.....	.....	62.5	490,728	692,603	307,865	689,009	255,176	8½	100	....
Sept. 30, 1879	223.1	—	14.5	5-0	—	—	—	—	North Carolina (R. & D.).....N.C.	4,931,974	*	.....	.....	4,000,000	255,000	.....	.....	223.1	474,347	103,172	184,514	556.700	219,529	—	100	....
Sept. 30, 1879	192.0	—	3.1	5-0	14	13	6	139	Northeastern ¶.....S. C.	2,148,131	*	53,610	21,289	985,350	1,068,000	60,644	119,037	102.0	286,090	46,960	.....	346,268	135,364	—	50	....
Oct. 31, 1879	55.6	32.6	80.1	4-8.5	58	63	32	1,143	North Pennsylvania (P. & R.).....Pa.	8,294,077	1,750,935	.....	.....	4,397,300	6,017,000	1,138,490	—	88.2	638,550	586,547	607,724	1,021,184	560,435	—	50	....
Oct. 31, 1879	9.8	—	0.9	4-8.5	—	—	—	—	Northeast Pennsylvania.....Pa.	291,881	—	.....	.....	81,550	160,000	140,019	—	9.8	31,458	69 582	12,237	17,449	17,449	—	50	....
Dec. 31, 1879	128.0	8.6	154.5	4-9	152	69	42	6,005	Northern Central.....Md. & Pa.	13,206,050	4,196,107	3,412,019	1,489,110	5,842,000	15,445,000	1,113,474	—	321.6	2,706,179	1,530,879	7,920,866	4,107,949	1,216,007	—	50	....
Mar. 31, 1880	69.5	13.4	16.5	4-8.5	25	13	10	530	Northern .....New Hampshire.	3,068,400	*	424,147	491,913	3,068,400	100	287,393	628,567	82.9	502,138	133,012	509,358	439,005	112,439	5½	100	....
Jun. 30, 1880	722.0	—	30.0	4-8.5	71	27	19	1,478	Northern Pacific...Minn. Dak., Wash. & c.	95,697,160	1,243,531	9,137,252	1,108,853	92,412,645	3,881,834	9,610,931	1,281,385	722.0	.....	.....	.....	2,230,182	709,089	—	100	....
Sept. 30, 1879	118.0	4.0	14.0	4-7.5	34	15	4	949	Ogdensburg & L. Champlain.....N.Y.	5,677,000	*	533,206	103,471	5,077,000	992,000	449,688	—	122.0	362,895	103,982	245,896	472,172	104,790	—	100	....
Dec. 31, 1879	10.4	—	—	4-0	3	4	2	50	Olean, Bradford and Warren .....Pa.	135,816	*	.....	.....	150,000	—	750	—	10.4	46,324	151,838	15,195	75,796	36,840	—	100	....
Sept. 30, 1880	249.9	49.3	83.8	4-8.5	109	213	55	2,510	Old Colony.....Mass. & R. I.	10,593,336	1,191,319	1,938,028	539,433	7,133,800	5,737,000	636,097	754,619	299.2	2,466,558	5,526,279	1,371 449	3,518,769	1,201,647	6	100	....
Feb. 28, 1880	159.1	—	13.7	4-8.5	14	11	4	259	Oregon and California.....Oregon.	4,864,578	527,302	.....	.....	—	10,950,000	62,570	—	199.1	270,950	105,133	54,723	503,153	137,843	—	100	....
Dec. 31, 1879	100.0	72.5	5.0	4-8.5	19	21	3	423	Oregon Ry and Nav.....Oregon.	267,907	*	10,856,646	191,663	6,000,000	5,070,000	72,026	174,190	172.5	[Five months ending May 31, '80			1,138,627	721,059	2	100	....
Jan. 31, 1880	155.7	—	9.5	5-0	17	6	3	495	Paducah and Elizabethtown.....Ky.	4,277,636	*	34,976	112,804	2,858,000	1,441,194	48,283	83,240	185.7	385,827	48,105	276,765	352,471	83,233	—	100	....
Dec. 31, 1879	57.6	—	12.2	5-0	14	24	4	448	Panama.....New Grenada.	12,000,000	*	.....	.....	7,000,000	3,989,000	.....	.....	57.6	.....	23,729	161,744	2,156,367	1,120,907	13	100	....
Dec. 31, 1879	55.0	—	2.8	3-0	6	9	2	41	Peachbottom.....Pa.	577,700	73,040	36,000	.....	225,915	451,400	91,104	.....	55.0	.....	47,670	22,624	39,974	22,898	—	50	....
Dec. 31, 1879	47.1	15.9	75.1	4-8	25	11	2	2,869	Pennsylvania Coal.....Pa.	2,000,000	*	1,600,000	.....	5,000,000	472,500	303,266	.....	63.0	.....	9,415	1,548,650	.....	.....	12	50	....
Dec. 31, 1879	329.0	100.9	921.3	4-9	876	550	174	15818	Pennsylvania ¶.....Pennsylvania.	59,975,140	*	81,173,558	12,834,959	68,870,200	60,267,756	14,621,161	5,224,533	1,017.6	16,116,667	5,948,645	13,684,047	21,743,628	9,992 008	4½	50	....
Jun. 30, 1879	83.0	—	15.0	4-8.5	13	7	4	169	Peoria, Pekin & Jacksonville.....Ill.	3,289,700	*	.....	.....	1,239,700	2,146,780	609,564	.....	83.0	199,997	71,283	137,208	215,415	9,136	—	100	....
Nov. 30, 1879	38.5	—	7.9	4-8.5	—	—	—	—	Perkiomen (P. & R.).....Pa.	1,043,345	—	125,092	47,896	38,040	1,924,600	593,143	—	38.5	257,564	66,458	310,730	194,690	65,871	—	50	....
Sept. 30, 1879	64.0	—	4.0	4-8.5	10	5	3	81	Petersburg .....Va. & N. C.	1,035,750	*	.....	.....	1,334,200	1,041,000	446,223	—	64.0	142,598	29,524	67,782	202,986	54,767	—	100	....

Nov. 30, 1879	102.9	228.6	713.4	4-8.5	478	428	76	20948	Philadelphia & Reading......Penn	30,513,089	9,355,442	67,357,546	16,627,139	34,278,175	77,924,761	11,650,879	——	826.0	10,302,755	7,908,648	12,826,566	13,106,352	4,119,011	—	50	....
Oct. 31, 1880	96.3	15.8	149.0	4-8.5	78	130	50	1,313	Phila., Wilm. & Baltimore...Pa. D. & Md.	18,213,690	*	3,076,773	534,868	11,585,750	3,740,500	548,078	955,908	212.7	1,874,822	......	......	3,263,110	1,866,228	8	50	....
Dec. 31, 1879	6.0	8.1	1.1	3-4	5	4	4	406	Pittsburg and Castle Shannon......Pa.	425,427	93,108	472,075	......	767,790	192,428	......	......	9.1	49,200	143,893	71,488	141,245	19,604	—	50	....
Dec. 31, 1879	68.0	2.3	18.3	4-8½	22	14	1	688	Pittsburg and Lake Erie...Ohio & Pa.	3,214,564	529,991	599,490	14,447	1,583,787	2,000,000	751,550	23,155	70.8	309,515	......	371,461	335,649	157,923	—	50	....
Dec. 31, 1879	192.3	8.1	198.9	4-9	109	40	26	3,342	Pittsburg, Cin. & St. L. (Pa.Co.).Pa.&Ohio	16,107,384	3,834,910	1,679,297	1,439,976	8,437,200	12,497,000	2,128,367	——	1,171.2	2,980,472	771,103	2,728,461	8,025,686	1,592,039	—	50	....
Dec. 31, 1879	468.4	——	209.8	4-9	278	155	59	6,655	Pittsb., Ft. W. & Chicago...P., O., I. & I.	38,619,721	*	200,000	——	26,043,586	13,510,000	——	——	468.4	8,319,823	2,254,341	3,679,382	8,452,388	3,951,254	7	100	....
Dec. 31, 1879	95.0	25.0	29.0	4-9	32	17	5	246	Pittsb., Titusville and Buff...N. Y. & Pa.	8,478,622	587,500	34,188	111,768	4,959,450	4,125,955	62,585	59,088	120.0	441,927	236,554	625,669	467,126	190,831	—	50	....
Dec. 31, 1879	24.0	——	1.3	4-9	——	——	——	——	Pitt'sb., Wheeling & Kentucky...W. Va.	613,367	——	13,301	8,394	399,600	200,000	30,460	——	24.0	61,106	68,123	121,808	77,599	33,349	—	100	....
Sept. 30, 1879	23.7	——	2.0	6-0	2	2	——	4	Port Jervis and Monticello......N. Y.	1,124,080	*	......	......	724,277	——	16,000	......	28.7	24,030	19,211	13,782	25,807	1,616	—	100	....
Sept. 30, 1879	94.0	——	10.0	4-8.5	9	17	4	182	Portland and Ogdensb....Me., N. H & Vt.	3,569,605	292,835	52,915	87,556	1,052,186	2,649,000	186,731	114,969	94.0	190,608	82,514	120,873	271,494	102,046	—	100	....
Sept. 30, 1879	52.5	——	7.0	4-8.5	7	9	3	187	Portland and Rochester......Me. & N. H.	1,966,211	*	......	......	636,011	1,500,000	527,274	......	52.5	171,068	109,004	106,829	145,702	19,252	—	100	....
Dec. 31, 1879	112.0	——	4.0	5-0	11	9	3	193	Port Royal and Aug......S. C. & Ga.	2,529,331	*	46,032	40,143	750,000	1,750,000	36,879	78,646	112.0	[15 mo	nths.	115,269	220,177	84,742	—	100	....
Sept. 30, 1879	38.5	——	1.9	3-0	2	1	1	30	Potomac, Fred. and Pied. ¶......Va.	969,147	*	......	......	1,468,000	125,000	5,000	......	38.5	37,160	6,675	23,025	23,177	6,715	—	100	....
Sept. 30, 1879	42.7	——	2.2	4-8.5	4	5	——	60	Poughkeepsie, Hartford & Boston..N.Y.	1,449,920	*	......	......	850,000	535,000	38,216	......	42.7	61,402	45,000	20,202	51,844	8,516	—	100	....
Sept. 30, 1879	22.8	——	2.3	4-8.5	5	3	2	77	Providence and Springfield..R.I. & Mass.	920,981	102,407	37,220	37,220	517,150	500,000	10,000	46,796	22.8	54,889	76,861	35,564	79,988	39,302	—	100	....
Sept. 30, 1880	43.4	7.0	58.4	4-8.5	30	30	11	817	Providence and Worcester...R. I. & Mass.	2,926,358	644,025	......	502,141	2,000,000	1,242,000	568,549	261,970	66.8	710,386	1,849,912	787,521	1,069,644	387,656	5	100	....
Sept. 30, 1879	13.6	——	3.0	4-8.5	5	10	——	25	Providence, Warren and Bristol......N. J.	744,287	*		......	437,917	20,000	......	......	18.6	......	218,105	49,419	89,364	15,421	6pf	100	....
Dec. 31, 1879	230.3	——	3.7	4-8.5	6	——	——	250	Pueblo, and Ark. Valley......Col.	6,809,000	*	2,036,947	110,260	6,084,200	2,591,000	178,490	107,518	230.8	[Includ	ed in Less	ees return	s.]		—	100	....
Jan. 30, 1879	286.6	53.5	15.0	4-8.5	33	42	11	431	Que., Mon., Ottawa and Occid. ¶......Ind.	10,500,000	*	......	......		——	7,811,245	......	340.0	480,763	179,767	87,463	341,098	69,280	—	100	....
July 31, 1879	97.0	——	7.0	4-8.5	14	12	9	145	Raleigh and Gaston......North Carolina	1,500,000	*	1,252,293	132,676	1,500,000	820,000	22,416	542,553	97.0	[14 mos.	58,178	......	295,051	69,284	—	100	....
Sept. 30, 1879	22.5	2.3	2.5	4-8.5	7	7	5	118	Richmond and Petersburg ¶......Va.	1,152,291	67,553	1,229,810	41,675	1,008,000	225,000	18,659	19,225	24.8	72,556	114,651	99,049	154,623	73,071	4	100	....
Sept. 30, 1879	80.0	——	7.2	4-8.5	18	14	10	121	Richmond, Fred'burg and Potomac ¶. Va	2,509,718	*	439,309	101,009	1,630,500	847,774	77,176	595,597	80.0	167,937	119,575	68,005	314,840	152,864	—	100	....
Sept. 30, 1879	88.5	——	8.5	5-0	5	7	2	72	Richmond, York Riv. & Chesapeake ¶. Va	632,867	*	......	......	497,500	278,000	......	......	38.5	56,255	20,351	83,409	124,085	41,074	—	100	....
Sept. 30, 1879	107.6	——	10.7	4-8.5	11	10	5	246	Rochester and State Line......N. Y.	2,437,417	*	......	......	22,094	2,349,900	111,709	......	107.6	400,565	104,098	325,210	275,898	39,813	—	100	....
Jun. 30, 1879	91.0	——	4.5	4-8.5	6	5	2	84	Rock Island and Peoria......Ill.	1,680,012	*	......	......	1,500,000	150,000	24,366	......	91.0	219,205	95,930	206,787	365,892	102,028	5½	100	....
Sept. 30, 1879	141.1	48.5	54.9	4-8.5	52	50	25	1,175	Rome, Watertown and Ogdensburg. N. Y.	11,315,878	*	......	......	5,298,900	7,759,900	639,250	......	408.9	1,079,013	514,770	371,083	1,143,289	308,648	—	100	....
Sept. 30, 1879	22.0	——	3.	4-8.5	4	4	2	164	St. Croix and Penobscot......Me	364,000	*	27,383	18,508	100,000	200,700	1,014	108,177	22.0	24,844	12,271	......	38,662	19,457	—	100	....
Mar. 31, 1880	10.5	——	0.5	4-8.5	2	5	3	10	St. Johns......Florida.	218,000	*	......	......	110,000	108,000	......	......	10.5	22,750	......	......	26,852	16,656	5	100	....
Jun. 30, 1879	52.5	6.5	6.0	4-8.5	10	16	6	114	St. Lawrence and Ottawa......Ont	1,589,229	*	......	......	789,909	730,000	......	......	59.0	127,202	48,038	43,305	129,517	37,865	—	100	....
Dec. 31, 1879	327.2	65.2	38.5	4-8.5	47	10	17	1,181	St. Louis & San Francisco..Mo. & Ind. T.	28,841,974	*	474,693	171,988	22,063,420	6,786,087	304,117	335,082	392.4	1,108,368	94,355	471,810	1,672,438	948,494	—	100	....
Dec. 31, 1879	193.2	71.0	....	4-8.5	14	18	4	655	St. L., Alton & T. H.......Ill. & Ind.	11,768,400	*	653,144	598,847	4,768,400	7,000,000	1,093,812	158,179	264.0	......	......	......	1,501,453	498,731	—	100	....
Dec. 31, 1879	459.5	195.0	126.4	4-8.5	121	47	24	2,591	*St. Louis, Iron Mt. and So.* ¶..Mo. & Ark.	45,694,908	*	4,455,463	893,522	21,468,961	30,068,657	1,692,341	——	684.9	2,483,149	652,757	981,139	5,292,611	2,372,592	—	100	....
Dec. 31, 1879	41.5	18.7	2.5	4-9	4	1	——	9	St. Louis, Salem and Little Rock......Mo.	1,431,474	128,838	12,607	14,180	746,800	978,100	53,704	——	60.2	......	......	......	83,165	37,723	—	100	....
Dec. 31, 1879	158.3	——	29.5	4-8.5	82	14	10	792	St. Louis, Vandalia & T. H....Ill. & Ind.	8,330,209	*	1,550	2,069	3,928,016	4,499,000	227,546	——	158.3	1,142,765	204,730	900,294	1,317,287	262,897	—	100	....
Jun. 30, 1879	156.0	——	22.0	4-8.5	24	10	4	485	*St. Paul and Duluth*......Minn.	9,097,866	*	......	......	9,097,866	——	......	......	169.0	373,425	61,525	252,922	469,416	113,718	—	100	....
Jun. 30, 1880	207.1	395.4	37.9	4-8.5	65	69	*	1,498	St. Paul, Minn. and Man....Minn. & Iowa.	31,686,882	*	570,990	1,582,102	15,000,000	16,324,900	1,522,707	992,367	656.0	......	......	......	2,983,108	1,632,595	—	100	....
Dec. 31, 1879	49.5	——	7.0	4-8.5	8	8	2	66	Sacramento and Placerville......Ca.	3,048,768	*	1,660	344,903	1,756,000	1,100,000	202,640	336,691	49.5	......	20,004	33,120	149,258	58,168	—	100	....
Jun. 30, 1879	60.0	——	2.1	5-0	2	1	——	18	Savannah & Memphis......Ala.	4,701,533	*	......	......	2,321,080	2,187,000	418,297	81,467	60.0	42,621	11,200	11,000	53,244	11,557	—	100	....
Sept. 30, 1879	63.0	——	3.2	5-0	2	——	——	5	Savannah, Griffin and N. Ala......Ga.	1,555,945	*	......	......	815,255	500,000	......		63.0		......	......	52,960	22,375	—	100	....
Sept. 30, 1879	80.0	——	6.0	4-8.5	16	12	4	278	Seaboard and Roanoke. Va. & N. Carolina.	2,140,813	*	......	......	1,299,600	215,004	100,500	1,218,427	80.0	269,388	32,450	226,837	477,365	179,124	7	100	....
Dec. 31, 1879	27.3	3.8	12.2	4-9	——	——	——	——	Shamokin Valley and Pottsville......Pa.	2,868,450	——	——	——	869,450	1,994,000	......	——	31.1	[Leased	to Northe	rn Central.	Rental	$204,671.	12	50	....
Nov. 30, 1879	95.0	——	8.5	4-9½	6	2	2	147	Shenango and Allegheny......Pa.	1,046,681	147,940	25,000	......	200,000	1,105,000	159,375	——	46.0	......	27,851	288,465	150,288	54,916	—	100	....
Sept. 30, 1879	82.3	——	1.5	4-8.5	5	2	2	28	Shepaug......Conn.	268,524	*	......	6,625	299,700	400,000	......	——	82.5	38,394	10,956	20,528	54,175	18,605	—	100	....
Jun. 30, 1879	61.5	51.7	5.9	4-8.5	5	8	4	92	Sioux City and Dakota......Iowa & Dak.	3,246,381	*	......	......	2,400,000	900,000	......	......	113.2	780,853	23,784	74,684	277,838	75,619	—	100	....
Jun. 30, 1880	107.4	——	8.9	4-8.5	14	8	6	134	*Sioux City and Pacific*......Neb. & Iowa.	5,355,561	*	......	......	2,068,400	3,256,820	329,757	89,980	80.5	222,288	59,525	211,117	289,490	109,606	7pf	100	....
Sept. 30, 1879	25.0	——	1.0	4-8.5	2	1	1	12	Somerset......Maine.	799,488	*	94,887	......	377,574	450,000	78,662	*	25.0	15,750	8,049	8,075	19,908	3,199	—	100	....
Sept. 30, 1879	183.0	6.3	26.0	5-0	1	1	1	52	South and North Alabama......Ala.	10,098,212	*	......	......	3,461,767	6,208,810	319,018	——	189.3	590,226	88,017	408,195	373,197	314,586	—	100	....
Aug. 31, 1879	144.0	166.5	21.5	5-0	36	28	9	392	Southwestern (C. of Ga.)......Ga.	4,291,300	*	......	......	3,892,300	399,000	......	......	310.5	471,550	......	......	751,576	307,624	7	100	....
Jun. 30, 1879	167.5	——	13.8	4-8.5	14	8	36	289	Southern Minnesota......Wis. & Minn.	6,468,954	*	69,682	102,504	1,784,200	4,739,900	103,621	113,519	167.5	251,455	52,028	148,394	684,426	262,004	—	100	....
Sept. 30, 1879	69.0	——	3.4	5-0	5	4	2	31	Spartanb., Union and Col......S. C.	1,540,882	*	......	......	751,296	548,370	125,000	——	69.0	......	7,632	......	75,610	20,834	—	100	....
Jun. 30, 1879	108.0	——	10.0	3-0	11	5	——	275	Springfield Southern......Ohio.	1,334,511	154,670	......	......	635,241	192,700	......	......	108.0	......	73,589	91,477	117,400	10,292	—	100	....
Dec. 31, 1879	24.0	——	1.0	4-8.5	1	2	1	——	State Line and Sullivan......Pa.	1,000,000	18,320	43,165	......	1,000,000	400,000	41,678	......	24.0	82,790	8,164	——	63,088	16,070	—	100	....
Sept. 30, 1879	13.0	——	0.3	4-8.5	4	9	——	7	Staten Island......N. Y.	480,000	*	......	......	210,000	300,000	......	......	13.0	72,986	356,128	......	264,518	85,346	20	100	....
Dec. 31, 1879	24.0	10.0	3.7	4-8.5	7	4	3	61	Sussex......New Jersey.	1,875,100	*	......	......	1,638,600	236,500	......	......	84.0	104,230	......	......	123,168	22,091	—	100	....
Dec. 31, 1879	81.0	——	38.5	4-8.5	18	8	4	448	Syracuse, Bing. and New York......N. Y.	4,039,029	*	12,662	258,808	2,004,000	2,020,000	216,695	65,805	81.0	484,623	145,196	1,238,735	829,842	327,231	4½	100	....
Sept. 30, 1879	43.5	——	2.0	4-8.5	4	6	——	60	Syracuse, Chenango & New York..N. Y.	1,069,660	*	......	......	801,400	261,400	......	......	43.5	84,240	85,417	50,178	72,278	3,766	—	100	....
Oct. 31, 1879	79.7	34.1	39.0	4-8.5	44	22	17	1,465	Terre Haute and Indianapolis....Indiana.	3,163,978	*	1,156,440	1,324,018	1,988,150	1,600,000	793,627	1,262,660	113.8	1,018,962	282,586	1,287,601	1,022,874	404,371	8	50	....
May 31, 1880	179.7	264.1	42.7	4-8.5	52	21	12	925	Texas and Pacific ¶......Texas.	27,418,108	*	2,439,858	338,408	7,902,500	21,220,583	618,856	454,485	443.8	1,545,829	194,788	525,098	2,589,222	1,045,704	—	100	....
Dec. 31, 1879	44.0	4.0	13.4	4-8.5	16	8	3	942	Tioga and Elmira State Line......Pa.	1,559,836	506,000	......	......	580,900	629,500	......	1,417,559	54.5	287,829	73,186	691,187	887,225	171,571	—	50	....
Jun. 30, 1879	79.0	——	11.7	3-6	12	15	3	273	Toronto and Nipissing......Ca.	1,600,000	*	......	......	198,350	1,276,915	290,382	......	106.5	194,308	89,613	81,694	172,155	45,551	—	50	....
Jun. 30, 1879	191.0	——	16.0	3-6	20	12	6	424	Toronto, Grey and Bruce......Ca.	4,274,888	*		......	783,234	3,365,665	16,349	......	191.0	310,025	118,652	92,855	284,947	80,512	—	100	....
Sept. 30, 1879	34.7	——	16.7	4-8.5	15	15	7	451	Troy and Boston......New York.	1,981,912	*	1,103,583	——	1,609,010	2,199,500	408,149	——	46.0	425,505	278,257	312,139	593,896	288,519	—	100	....
Sept. 30, 1879	74.0	——	6.3	4-8.5	7	8	2	[illegible]	Ulster and Delaware......New York.	1,073,359	*	1,751,912	16,846	1,139,500	1,582,600	170,017	——	74.0	129,008	84,694	128,894	178,288	18,673	—	100	....
Dec. 31, 1879	1,087	5.0	20.0	4-8.5	175	121	41	3,115	*Union Pacific*......Nebr. Wy. & Utah.	114,493,812	*	......	......	38,762,300	77,731,512	......	......	1,042.4	7,001,569	......	992,886	13,201,077	7,725,574	—	100	....
Dec. 31, 1879	404.3	——	34.7	4-9	242	31	49	3,635	United New Jersey (Pa.)......N. Jer.	35,330,487	*	......	......	20,490,400	19,976,000	......	......	404.3	5,538,128	7,204,654	5,052,995	9,088,884	2,914,947	—	100	....
Apr. 30, 1880	86.5	——	1.8	4-8.5	6	7	5	29	Utah Central......Utah.	2,500,000	*	......	......	1,500,000	1,000,000	......	......	36.5	......	......	......	447,034	291,972	11	100	....
Dec. 31, 1879	105.0	——	7.8	4-8.5	5	5	3	91	Utah Southern......Utah.	3,450,000	*	......	......	1,500,000	1,950,000	......	......	105.0	......	......	......	327,558	177,042	—	100	....
Sept. 30, 1879	87.0	——	18.3	4-8.5	15	20	14	212	Utica and Black River......New York.	2,378,739	418,847	183,100	238,519	1,771,720	1,112,000	54,735	180,751	180.1	482,840	218,019	108,880	475,508	184,977	2	100	....
Sept. 30, 1879	71.0	——	10.0	4-8.5	11	10	5	82	Utica, Ithaca and Elmira......New York.	2,888,472	*	......	......	2,000,000	......	207,337	......	98.0	174,354	100,026	88,008	156,951	def.4,106	—	100	....
Dec. 31, 1879	75.7	21.7	16.8	4-8.5	15	12	8	4	Utica, Chenango and Susq. Valley. N. Y.	4,148,103	*	......	......	4,000,000	......	148,103	......	97.4	406,078	217,656	325,600	521,756	def. 258	6	100	....
Feb. 28, 1879	140.0	2.0	10.0	5-0	17	10	4	91	Vicksburg and Meridian......Miss.	3,046,444	*	134,110	81,077	1,397,608	3,166,973	88,474	......	142.0	144,330	43,666	45,597	329,176	70,815	—	100	....
Dec. 31, 1879	52.2	1.5	37.0	4-8.5	24	10	4	369	Virginia and Truckee......Nevada.	3,715,350	712,279	......	......	6,000,000	1,000,000	......	......	58.7	458,810	......	395,854	1,388,261	552,752	5½	100	....
Dec. 31, 1879	40.8	1.4	2.?	4-8.5	2	2	1	33	Wabash, Chester and West......Ill.	468,212	*	......	......	250,000	200,000	26,278	——	42.3	——	15,108	38,782	39,424	def.3,996	—	100	....
Dec. 31, 1879	710.5	628.4	210.5	4-8.5	331	125	77	7,936	Wab., St. L. & Pacific......O., Ind. & Ill.	......	------	......	......	40,000,000	35,267,250	......	......	1,301.7	......	......	......	8,224,565	2,624,777	—	100	....
Sept. 30, 1879	33.4	——	5.0	4-8.5	2	2	3	16	Wallkill Valley......N. Y.	298,793	*	660,000	11,893	380,000	582,000	108,691	——	33.5	80,828	69,830	60,738	8,012	14,423	—	100	....
Sept. 30, 1879	10.2	——	0.4	4-8.5	——	——	——	——	Warwick Valley......N. Y.	199,162	*	......	......	225,000	285,900	......	......	10.2	14,500	23,761	22,185	37,008	16,041	3½	100	....
Sept. 30, 1879	51.7	——	2.6	4-8.5	5	7	6	66	Washington and Ohio......Virginia.	1,944,790	*	......	......	1,777,927	387,300	128,400	......	51.7	99,745	28,889	27,839	97,470	22,281	—	100	....
Sept. 30, 1879	238.5	121.0	18.0	4-8.5	31	39	14	522	Wash. City, Va. Mid. & Gt. So. Va & N. C.	10,160,949	*	......	......	4,265,297	8,095,942	1,815,004	......	359.5	825,137	131,911	514,018	954,738	347,082	—	50	....
Oct. 31, 1879	26.3	——	5.0	4-8.5	11	23	5	70	West Chester and Philadelphia......Pa.	1,547,106	163,012	349,717	143,205	821,300	1,100,000	53,146	228,598	26.3	255,190	738,127	95,439	304,452	128,585	7	50	....
Dec. 31, 1879	82.5	47.0	18.4	4-9	20	50	13	222	West Jersey......New Jersey.	2,395,749	459,297	1,082,971	188,450	1,309,750	2,528,000	102,845	97,372	128.4	471,745	659,862	162,467	544,151	248,885	2	100	....
Aug. 31, 1879	116.0	51.0	8.3	5-0	16	18	8	260	Western of Alabama ¶......Alabama.	3,275,012	*	177,000	43,082	——	2,553,000	722,011	220,082	167.0	322,840	......	......	579,493	254,968	—	100	....
Sept. 30, 1879	192.0	20.7	26.2	4-8.5	39	12	12	612	Western Union......Wis. & Ill.	3,082,297	*	63,877	14,886	4,000,000	3,500,000	354,853	806,207	212.7	585,993	160,254	848,422	773,551	234,716	—	100	....
Sept. 30, 1880	163.5	17.0	13.0	4-8.5	28	22	11	370	Wilmington and Weldon ¶......N. C.	2,840,224	*	13,900	154,752	1,456,200	1,619,100	49,792	883,784	180.5	464,494	......	......	608,175	188,925	3	100	....
Sept. 30, 1880	189.0	——	13.0	5-0	27	12	6	327	Wilm., Colum. and Augusta. N. C. & S. C.	2,556,532	*	26,195	243,999	960,000	1,600,000	112,315	154,411	189.0	396,551	......	......	547,446	145,428	—	100	....
Dec. 31, 1879	249.9	70.0	17.9	4-8.5	25	18	6	627	Wisconsin Central......Wis.	19,828,023	*	......	......	11,435,500	8,168,000	......	193,091	455.7	708,741	167,086	325,078	851,091	353,952	—	100	....
Dec. 31, 1879	108.0	——	11.5	4-8.5	5	4	2	543	Wisconsin Valley......Wis.	2,858,739	306,132	104,728	28,767	2,026,256	1,149,745	78,278	89,087	90.0	......	38,197	124,152	225,953	92,386	—	100	....
Sept. 30, 1880	46.1	——	31.0	4-8.5	19	22	8	367	Worcester and Nashua......N. H. & Mass.	2,121,982	390,686	......	2,454,504	1,789,800	1,000,000	3,894	172,878	94.5	462,562	371,019	467,479	575,860	189,301	—	100	....
Jun. 30, 1879	25.0	——	2.0	3-0	3	2	2	21	Youngstown and Connotton Valley. Ohio.	1,000,000	*	......	......	1,000,000	......	......	......	28.5	22,765	3,972	16,147	4,446	1,360	—	100	....

Redemption of Bank Notes.

The following is the text of the opinion recently rendered by the Attorney General relative to the deposit of coin by national banks for the purpose of withdrawing bonds and reducing circulation. The opinion, although bearing the date of June 30, was not received at the Treasury Department until the 11th inst.:

DEPARTMENT OF JUSTICE,
WASHINGTON, D. C., June 30.

SIR: To your inquiry of the 6th I replied upon the 14th inst., that a national bank has the right under the act of June 20, 1874, chapter 343, paragraph 4, to deposit coin for the purpose of withdrawing bonds and reducing circulation; whereupon, on this latter date you address to me these two additional questions. 1 Whether under section 3, of the act approved June 20, 1874, chapter 343, a national banking association may deposit any lawful money other than United States notes for the redemption of its circulation notes. 2. Whether the holders of the notes of any solvent national banking association may demand of the Treasurer of the United States, under the provisions of sections 3 and 4 of that act, redemption of such notes in United States notes.

First—Inasmuch as section 3 of the act of June 20, 1874, chapter 343, only requires that the banks shall at all times keep and have on deposit in the Treasury of the United States, a sum equal to 5 per cent of its circulation to be held and used for the redemption of such circulation, I think for the reasons indicated in my opinion of the 4th inst., construing similar language in the next section that a bank may deposit coin for the purpose mentioned in the third section, as above quoted.

Second—I think the Treasury, while having the privilege, under sections 3 and 4 of said act, to redeem bank circulation in United States notes, has the right to pay them in coin. The Government notes are promises to pay dollars; for such promises the thing promised may properly be substituted by the promisor. Again: This act of June 20, 1874, chapter 343, was not intended to repeal or affect the general provisions of the law (Revised Statutes, sections 95–88 et. seq.) making the coins of the United States a legal tender in all payments. These statutes fix the medium in which, as well as in United States notes, the banks may redeem its circulation at its own counter, and it gives the same privilege to the Treasurer paying them at the Treasury of the United States. Very respectfully, your obedient servant,

WAYNE MACVEAGH, Attorney-General.

To the Hon. WILLIAM WINDOM, Secretary of the Treasury.

This opinion removes all distinctions in lawful money of the United States except that which exists in virtue of the rule of the New York Clearing-house, requiring balances to be paid in gold or United States notes to the exclusion of standard silver dollars. Upon receipt of the Attorney-General's opinion, Treasurer Gilfillan immediately issued the following circular relative to deposits for the 5 per cent fund of national banks:

TREASURY OF THE UNITED STATES.
WASHINGTON, D. C., July 12, 1881.

In accordance with an opinion of the Attorney-General, dated June 20, 1881, national banks may reimburse the Treasurer of the United States for their circulating notes redeemed in any of the following ways: 1. By a check drawn on New York, payable to the order of the Assistant Treasurer of the United States in New York and collectible through the Clearing-house forwarded directly to that officer, with instructions to deposit the amount on account of the 5 per cent fund, and to forward the certificate of deposit therefor to the Treasurer of the United States. 2. By a deposit of lawful money of the United States with the Assistant Treasurer of the United States in New York, Boston, Philadelphia, New Orleans, Baltimore, Chicago, Cincinnati, St. Louis, or San Francisco on account of the 5 per cent fund. Banks not situated in one of the above-named cities should make the deposit through their correspondents. The certificate of deposit may be forwarded directly to the Treasurer of the United States, by the bank making the deposit, as credit cannot be given until it is received. Third, by a remittance of lawful money of the United States addressed to the Treasurer of the United States, Washington, D. C, marked with the amount and nature of the contents, and the fact that it is "for credit of the 5 per cent fund." The express charges, if not prepaid, will be deducted from the proceeds of the remittance at Government contract rates.

JAMES GILFILLAN, Treasurer United States.

Cincinnati Iron Market.

REPORTED BY E. L. HARPER & Co.

Cincinnati, July 12, 1881.

Nothing new to report in the market since our last. We quote as follows:

FOUNDRY.

	No.		Mos.
Hanging Rock Charcoal	1	26 00@28 00	4
Strong Neutral Coke	1	24 50@25 00	4
American Scotch	1	21 50@22 50	4

GREY FORGE.

Neutral Coke		21 00@22 50	4
Cold Short		20 00@21 00	4

CAR WHEEL AND MALLEABLE.

Hanging Rock Cold Blast		37 50@40 00	4
" Warm "		30 00@32 00	4
Southern Car Wheel		33 00@37 00	4
Lake Superior 1 and 2		33 00@35 00	4
Lake Superior 3 and 6		35 00@37 00	4

The Pittsburg Chronicle says that the Pittsburgh and Youghiogheny Railroad, the charter of which was taken out by the Pittsburgh and Lake Erie Railroad in 1879, for the purpose of extending that line along the Monongahela river to a point near Connellsville, has passed into the hands of W. H. Vanderbilt, who proposes to put the road through as an independent railroad, and have it completed in twelve months. The line will run parallel with the Pittsburgh, Virginia and Charleston Railroad to McKeesport, from which point the river will be crossed, and the line extended up the Youghiogheny to New Haven, opposite Connellsville. It is also proposed to run a branch line into the coal regions of Fayette county.

According to the statement of John King, Jr., receiver, of the Ohio and Mississippi Railroad Company the moneys received by him during the month ending June 30, 1881, (including $81,049 76 on hand at the commencement of the month) amounted to $551 409 49, and the disbursements made by him to $369,024 19, leaving cash on hand July 1, 1881, $182,385 30. The disbursements were for vouchers subsequent to November, 1876, $236,131 90; pay rolls, $132,167 98; and arrearages, $724 31—total, as above, $369,024 19.

The Wabash Railway Company was to have taken possession on the 15th inst., as owner, of the Peoria, Pekin and Jacksonville railroad, 83 miles in length. On August 1 the Wabash Company will take possession of the Indianapolis, Peru and Chicago Railroad, 161 miles long. About the same date the Wabash company will assume control and operation of the Springfield and Northwestern, 47 miles in length.

Philadelphia Stock Exchange.

Closing Prices for the week ending July 12.

	W.6.	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.
Allegheny Val. 7 3-10s	123	....	....	123	....	123
7s, Income	....	26	25	....	25	55
Camden & Am. 6s, 1885	....	....	....	....	....	....
6s, 1889	....	....	....	....	....	....
Mort. 6s, 1889	....	....	116	....	....	....
Camden and Atlantic	21	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	118	....	....	....	....
2d mortgage	....	....	....	....	....	....
Catawissa	20¾	....	....	....	....	....
Preferred	....	....	....	....	....	....
7s, new	....	....	....	....	....	....
Del. & Bound Brook	....	....	....	....	....	....
7s	....	....	....	....	....	....
Elmira & Williamsport	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
Hunt. & B. Top Mt	....	....	....	....	....	....
Preferred	....	22¼	....	21¼	21¼	....
2d mortgage	....	....	....	....	....	....
Lehigh Navigation	45	45	44¾	44¾	45	44¾
6s, 1884	....	....	....	....	....	....
Gold Loan	114¼	....	....	....	115¾	115¾
Railroad Loan	....	....	....	....	....	....
Conv. Gold Loan	....	....	....	....	....	....
Consol. Mort. 7s	117	....	....	117¾	....	....
Lehigh Valley	60¾	60¾	61¼	61¼	61¼	60¾
1st mort. 6s, coupon	....	....	....	....	....	....
1st mort. 6s, reg	....	....	....	....	....	....
2d mort. 7s	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	123	....	....	....	....
Little Schuylkill	55¼x	551	55¼	....	55¼	....
Minehill & Sch. Haven	....	....	....	....	....	....
North Pennsylvania	60	....	....	....	60¼	60¼
1st mortgage 6s	....	197¼	....	....	....	....
2d mortgage 7s	....	....	....	....	....	....
Gen'l mort. 7s, coup	....	....	....	123	....	....
Gen'l Mort. 7s, reg	....	....	....	....	....	....
Northern Central	55¼	55¼	....	55	55	54¾
5s	102	102	....	....	....	....
Northern Pacific	43¼	45¾	43¾	43¾	43¾	42¾
Preferred	84¼	84¼	84¼	84	84¼	81¾
Pennsylvania R. R.	64¾	64¼	64¼	64¾	64¼	63¾
1st mortgage	....	....	....	....	....	....
Gen'l mortgage	126¼	....	....	....	....	....
Gen'l mort. reg	....	....	....	....	....	....
Consol. mort. 6s	....	....	....	....	....	....
Consol. mort. 6s, reg	....	....	....	....	....	....
Penn. State 6s. 2d series	....	....	....	....	....	....
do. 3d series	100¼	100¼	100¼	....	....	....
do. 5s, new	....	116¼	....	....	116¾	....
do. 4s	98¾	....	....	....	....	....
Phila. and Reading	29¾	29¾	29¼	29¼	29¼	29
1st Mortgage 6s	....	....	....	....	....	....
7s, of 1893	....	....	....	....	....	....
7s. new convertible	....	....	....	....	....	....
Consol. mortgage 7s	....	....	....	....	....	126¼
Consol mortgage reg	....	....	....	....	....	126¼
Gen'l mortgage 6s	96chp	95¾	96	96¼	....	94¾
Philadelphia and Erie	25¼	....	25	25	25	....
1st mortgage, 5s	....	....	....	....	....	....
2d mortgage, 7s	....	....	....	....	....	....
Pittsb., Cin. & St. L. 7s	....	124¾	....	124¾	....	....
Pittsb., Titusv. & Buff.	22¾	23¾	22¼	22¾	....	21¾
7s	....	....	....	104¼	....	....
Schuylkill Navigation	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
6s, 1872	....	....	....	....	....	....
6s, 1882	90	....	90¼	90¼	....	....
United Co. of N. Jersey	196	196	196	196	196	196
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal. (do.)	....	....	....	....	....	....
Green and Coates (do.)	....	....	....	....	....	....

Baltimore Stock Exchange.

Closing Prices for the week ending July 12.

	W.6	Th 7.	F.8.	Sat.9.	M.11.	Tu.12.
Baltimore and Ohio	200	200	200	200	....	200
6s, 1880	....	....	....	....	....	....
6s, 1885	109¼	....	....	....	....	....
Central Ohio ($50)	50	....	....	....	....	....
1st mortgage	114	....	....	....	....	....
Marietta & Cincinnati	....	....	....	....	....	....
1st mortgage, 7s	....	....	....	....	....	....
2d mortgage, 7s	88¼	89	....	89¼	89¼	89¼
3d mortgage, 8s	48¼	49	48¾	50¼	49¾	49¼
Northern Central ($50)	54¼	....	....	55	55	....
2d mortgage, 6s 1885	....	....	....	....	....	....
3d mortgage, 6s, 1909	....	....	....	....	....	....
6s, 1900, Gold	....	....	....	....	....	116
6s, 1904, gold	....	....	....	....	....	....
Orange and Alex. 1st	....	....	....	....	....	....
2d mortgage, 6s	....	....	....	....	....	....
3d mortgage, 8s	....	....	....	....	....	....
4th mortgage, 8s	....	....	....	....	....	....
O., Alex. & Manassas 7s	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	124¾	124¾	....	....	....	....
Virginia 6s, Consol	83	84¼	84¾	84¼	84¼	84
Consol. Coupons	92¼	92¼	91¼	91¼	91¼	91¼
10-40 bonds	55¼	55¼	55¼	....	56	55¾
Deferred Certificates	....	....	....	....	....	....
Western Maryland	....	17	....	18	17¼	....
1st M., end. by Balt	....	....	....	....	....	....
2d M. do.	....	....	....	....	....	....
3d M., do.	....	....	....	....	....	....
1st M., unendorsed	....	....	....	....	....	....
2d M., end. Wash. Co.	....	....	....	....	....	....
2d Mort., preferred	108¼	....	111¼	....	....	108
City Passenger R. R.	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending July 13.

	Th.7.	F.8	Sat.9.	M.11.	Tu.12	W.13.
Adams Express	134½	....	....	....	....	....
Albany and Susq	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
American Express	80½	....	84½	85	84	85
Atlantic & Pacific Tel	....	....	....	....	....	....
Burl., C. R. & Nor	....	....	....	....	83	....
1st mortgage 6s	102½	102½	....	102½	103	102½
Canada Southern	67½	65½	66½	65½	64½	64½
1st mortgage guar	101	101	100½	100½	100	100½
Central of N. Jersey	101	101½	100½	99½	98½	98½
1st mortgage 1890	120	....	....	....	....	....
7s, consolidated, ass	....	118½	....	118½	....	....
7s, convertible, ass	....	....	....	....	....	....
7s, Income	101	....	101	....	....	....
Adjustment	107	107	106½	....	....	....
Central Pacific	99½	99½	99½	99½	98½	98½
6s, gold	116½x	117	117	....	....	116
1st M. (San Joaquin)	112½	....	....	....	....	....
1st M. (Cal. and Or.)	....	....	....	....	....	107½
Land grant 6s	....	106½	....	106½	107	....
Chesapeake and Ohio	30½	29½	29½	30½	29½	29½
Chicago and Alton	142½	140	141½	141	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
Sinking Fund	....	....	....	....	....	....
Chic., Burl. & Quincy	165	164	164½	164	162½	162
7s Consol, 1903	....	....	120	....	....	....
Chic., Mil. and St. Paul	127½	127½	127½	127½	125	123½
Preferred	137	138½	....	136½	....	134½
1st mortgage, 8s	....	....	....	....	....	....
2d mortgage, 1 3-10s	....	....	....	....	....	....
7s, gold	....	....	....	....	....	....
1st M. (La Crosse div.)	....	....	....	....	....	....
1st M. (I. and M. div.)	....	....	....	....	....	....
1st M. (I. and D. ext.)	....	....	....	....	....	....
1st M. (H. & D. div.)	....	....	....	....	....	....
1st M. (C. & M. div.)	....	....	....	....	....	....
Consolidated S. F.	131	....	129½	....	....	....
Chic. & Northwestern	131½	130½	129½	129½	127½	126½
Preferred	144½	143	143½	143	140½	140½
1st mortgage	....	....	....	....	....	113½
Sinking Fund 6s	111½	111	....	....	....	....
Consolidated 7s	135	....	....	....	....	135
Consol. Gold bonds	....	....	127	126½	....	....
Do. reg	....	....	....	....	....	126½
Chic., Rock Isl. & Pac	142½	142½	142	142½	142	141
6s, 1917, c	129½	129½	....	....	....	....
Clev., Col., C. and Ind	95½	95	94½	93	93	93
1st mortgage	....	....	....	....	....	....
Clev. & Pittsburg guar	....	....	140	140	....	....
7s, Consolidated	....	....	....	....	....	....
4th mortgage	....	....	....	....	....	113½
Col., Chi., & Ind. Cent	25½	25½	24½	23½	23	22½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Del. & Hudson Canal	110½	110	110½	109½	108½	108½
Reg. 7s, 1891	....	....	....	....	....	....
Reg 7s, 1884	....	106½	....	....	....	....
7s, 1894	....	....	120	....	120½	121
Del., Lack. & Western	124	123½	123½	122½	121½	121½
2d mortgage 7s	....	....	....	....	....	....
7s, Consol. 1907	....	....	....	....	....	....
Erie Railway	....	....	....	....	....	....
1st mortgage	....	....	132	....	....	....
2d mort. 5s, ext	....	....	....	....	....	....
3d mortgage	....	....	....	....	....	....
4th mort. 5s, ext	111	....	....	....	....	....
5th mortgage	....	....	....	....	....	....
7s, Consol. gold	....	....	133	132	....	....
Great Western 1st mort	....	....	....	....	....	....
2d mortgage	....	....	....	....	112	....
Hannibal & St. Joseph	92½	93½	93½	93½	92½	92½
Preferred	117½	117½	116½	....	112	110½
8s, Convertible	....	....	111½	....	....	....
Houston & Tex. Cent	101½	101½	101	98	99	98
1st Mortgage	113	....	....	....	....	....
Illinois Central	141½	141½	140	....	139½	139
Lake Shore & Mich So.	125½	124½	123½	122½	121½	121½
Consol. 7s	....	....	....	....	....	....
Consol. 7s, reg	....	....	....	....	....	....
2d Consolidated	....	....	....	....	....	125
Leh. & W. B. 7s, Con	....	....	....	....	....	....
Long Dock bonds	....	....	....	....	....	....
Louisville & Nashville	107½	107½	107½	107½	106½	105½
7s Consolidated	....	....	....	....	....	....
Manhattan	24½	25	23½	22	20½	17½
Metropolitan Elevated	89½	92½	93	91½	90½	90
1st Mortgage	100½	100½	100½	100½	100½	100½
Michigan Central	105½	103½	103½	102½	101½	100½
7s, 1902	....	....	....	....	....	....
M. S. and N. I. 1st, S. F.	....	....	....	....	....	....
Morris and Essex	127½	127½	126½	....	....	125½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	120	....	....	....
7s of 1871	....	....	....	....	....	....
7s, Convertible	....	....	....	....	....	....
7s, Consolidated	....	....	....	....	....	....
N. Y. Cent. & Hud. Riv.	145½	145½	144½	144	142½	143
6s, Sinking fund, 1883	....	106	....	....	....	....
6s, Sinking fund, 1887	....	....	....	....	....	....
1st mortgage	....	....	....	....	137	....
1st mortgage, reg	....	....	....	....	....	....
N. Y. Elevated	109½	110½	111	....	....	109
1st mortgage	116½	116½	116½	116	115½	115½
N. York and Harlem	....	....	....	....	....	....
Preferred	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
1st mortgage, reg	....	....	....	....	....	....

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending July 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
N.Y., Lake Erie & W	45½	45½	45½	44½	43½	43½
Preferred	87½	86½	85½	81½	81½	81½
2d Consolidated	103½	103½	103½	102½	101½	101½
New 2d 5s fund	99½	....	....	99	98½	98½
N.Y., N. Haven & Hart	....	....	....	....	....	183
North Missouri 1st M	123	....	....	....	....	....
Northern Pacific	43½	43½	43½	43½	42½	42
Preferred	84½	83½	83½	84½	81½	82½
Ohio and Mississippi	42	41½	40½	40½	39½	39
Preferred	115	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Consolidated 7s	....	....	....	....	....	....
Consol. Sinking fund	122	122	....	....	....	....
Pacific Mail S. S. Co	51½	51½	51½	51	49½	48½
Pacific R. R. of Mo	....	....	....	....	....	....
1st mortgage	....	....	113	....	....	....
2d mortgage	115½	....	....	....	....	....
Panama	....	256x	....	....	....	261
Philadelphia & Reading	59½	....	....	53½	58	58½
Pitts., Ft. W. & Chi. gtd	....	....	139	137	....	....
1st mortgage	....	....	....	....	....	—
2d mortgage	....	....	....	....	....	....
3d mortgage	126½	....	....	....	....	....
Pullman Palace Car	....	143½	143	....	143	142
Quicksilver Mining Co	21	21	20½	21½	20½	20½
Preferred	74½	73½	73	74	74	73
St. Louis & San Fran	52½	52	....	....	50½	50
Preferred	78	78	77½	77½	77	76½
1st Preferred	....	115	115	....	114	114½
St. L., Alton and T. H	....	....	....	....	....	57
Preferred	....	....	....	94½	....	94
1st mortgage	....	....	....	....	....	....
2d mort. preferred	....	....	....	....	....	....
Income bonds	....	....	....	....	....	....
St. L., Iron Mt. & S	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	114	....
Tol., P. & War. 1st E.D	....	....	....	....	....	....
1st mort., West. Div	....	....	....	....	....	....
Union Pacific	130½	129½	129½	129½	128½	128½
1st mortgage	117x	....	118½	118	117½	....
Land Grant 7s	....	....	....	118½	....	....
Sinking Fund 8s	....	....	....	....	129½	128
United States Express	70	....	....	....	....	71
Wabash	....	....	....	....	....	....
1st mortgage	....	....	....	....	....	....
2d mortgage	113	....	....	113½	112	....
7s, Consolidated	....	....	....	....	....	....
St. Louis Division	....	....	....	....	....	....
Wabash, St. L. & Pac.	58½	58½	58	58½	56	55½
Preferred	94½	93½	93½	93½	92	91½
New Mort. 7s	....	....	....	111	....	....
Wells-Fargo Express	....	125	126	123	122	....
Western Pacific bonds	....	....	....	113x	....	....
Western Union Tel	92½	92½	92½	93	91	91
7s, S. F. conv., 1900	121	122	....	....	122	121½

Boston Stock Exchange.

Prices for the week ending July 13.

	Th.7.	F.8.	Sat.9.	M.11.	Tu.12.	W.13.
Atch., Top. and San. Fe	147½	147½	147½	147½	145	145½
1st mortgage	....	....	....	....	....	....
2d mortgage	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Boston and Albany	....	174	174	174	....	....
7s, reg	....	....	....	....	....	....
Boston and Lowell	110	....	110½	....	111	110½
Boston and Maine	....	164½	164½	....	162	162½
Boston and Providence	....	172	....	170	170	....
Boston, Hart. & Erie 7s	83½	83	82	81½	81½	79½
Burl. & Mo. R. L. G. 7s	....	....	....	....	....	....
Burl. & Mo. R. in Neb.	....	....	....	....	....	....
6s, exempt	....	....	....	....	....	....
4s	96½	....	....	....	....	96½
Chi., Burl. and Quincy	164½	164½	....	....	162½	126½
7s	130	....	....	....	....	....
Cin., Sand. & Clev. ($50)	31½	....	....	....	31	30½
Concord ($50)	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	51½	51½	51	51	51	51
New 4½ Bonds	110½	....	110½	....	....	111
Fitchburg	....	153	153	153½	153½	153½
Kan. C., Top. & West	....	....	....	....	....	....
Michigan Central	....	....	....	....	....	....
N. Y. & New England	....	....	81	....	80	....
7s	....	....	....	....	....	....
Northern, N. H	110	....	109½	....	110½	....
Norwich & Worcester	....	....	....	....	....	....
Ogden. & Lake Champ	53	53	....	....	....	....
Preferred	....	....	....	....	....	....
Old Colony	130	130	130	131	131	....
Ph., Wil. & Balt. ($50)	68	....	....	....	68	....
Portl'd, Saco & Ports	....	....	....	....	....	....
Pueblo & Arx. Val	....	....	....	....	....	....
7s	123	122½	....	....	....	123
Pullman Palace Car	144	143	142½	143	142½	....
Union Pacific	....	130	130	130	129	128½
8s	....	....	....	....	....	....
Land Grant 7s	....	....	....	....	....	....
Sinking Fund 8s	....	....	....	....	....	....
Vermont and Canada	....	....	70	....	....	....
Vermont and Mass	....	....	....	....	....	....
Worcester and Nashua	67	....	68	68	68	67
Cambridge (Horse)	....	....	....	....	....	....
Metropolitan (")	....	....	....	....	....	....
Middlesex (")	....	....	....	....	....	....
Cal & Hecla Mining Co.	232½	....	....	230	230	229
Quincy	....	....	....	....	....	36

New York Stock Exchange.

Closing Prices for the week ending July 13.

	Th.7.	F.8.	Sat.9	M.11.	Tu.12	W.13.
FEDERAL STOCKS:—						
U. S. 4s, 1907, reg	116½	116½	....	116½	116½	116½
U. S. 4s, 1907, coup	116½	116½	-	116½	116½	116½
U. S. 4½s, 1891, reg	114½	....	114½	....	....	114½
U. S. 4½s, 1891, coup	114½	....	114½	....	....	....
U. S. 5s, 1881, reg	102½	....	....	102½	102½	102
U. S. 5s, 1881, coup	....	....	....	....	....	....
U. S. 6s, 1881, reg	....	....	....	....	....	....
U. S. 6s continued at 3½	103	102½	....	102½	....	102½
U. S. 6s, 1880, reg	....	....	....	....	....	....
U. S. 6s, 1880, coup	....	....	....	....	....	....
Dt. of Col. 3-65s, reg	....	....	....	....	....	...
Dt. of Col. 3-65s, coup.	109	....	....	....	....	....

London Stock Exchange.

	—Closing Prices.— June 24.	July 1
Baltimore and Ohio (sterling)	116 —118	116 —118
Central of New Jersey $100 shares	100 —105	100 —105
Do. Cons. Mort. Oct. '79 coupon	120 —122	120 —122
Do. Adjustment bonds	110 —114	110 —114
Do. Income bonds	104 —106	104 —106
Det., Gd Haven & Mil. Equip. bds.	118 —120	118 —120
Do. Con. M. 5 p.c. till '84 after 6 p.c.	113 —115	113 —115
Illinois Central $100 shares	143 —145	143 —145
Lehigh Valley Consol. mortgage	118 —122	116 —122
N. Y. Cent. & Hud. Riv. Mt. bonds	134 —136	134 —136
Do. $100 shares	150 —152	150 —152
Do. Mort. bonds (sterling)	125 —127	124 —123
N. Y., Lake Erie & West., $100 shs	47½ — 47½	47½ — 48½
Do. 6 p. c. pref. $100 shares	90 — 92	89 — 91
Do. 1st Con. Mor. Bonds (Erie)	135 —137	135 —137
Mort. Funded Coupon bonds	132 —134	132 —134
Do. do. 2d do.	105½ —106½	105½ —106½
Do. 2d Consol. Mort. bonds	101 —103	101 —103
Do. Gold Income Bonds	90 — 95	90 — 95
N. Y., Penn. & Ohio 1st mor. bds	62½ — 65½	61½ — 62½
Do. Prior Lien Bonds (sterling)	111 —113	110 —112
Pennsylvania, $50 shares	67 — 68	66½ — 67½
Do. Con. Sink. Fund Mort	122 —125	119 —124
Philadelphia & Reading $50 shares	30 — 31	30 — 31
General Consol. Mortgage	115 —118	117 —119
Do. Improvement Mortgage	104 —106	106 —107
Do. Gen. Mort. '74, ex-deferd. cou.	96 — 98	96 — 98
Do. Scrip for the 6 def. ½ coupons	93 — 96	90 — 94
Pittsbg, Ft W. & Chic. Equip bds.	110 —112	110 —112
St. Louis Bridge 1st mort. gold bonds	129 —131	129 —131
Do 1st pref. stock	105 —107	102 —104
Union Pacific Land Grant 1st mort.	113 —116	113 —116

American Railroad Journal.

Financial and Commercial Review.

THURSDAY EVENING, July 14, 1881.

In the forenoon the money market was easy at 3@3½ per cent for call loans, and 3@4 per cent for time loans and prime mercantile paper. In the afternoon the quotation for call loans at the Stock Exchange was 3 per cent. In the last hour the stock brokers obtained money on call as low as 2½ per cent.

The posted rates for prime bankers' sterling are 4.84½@4.86½. The actual rates are 4.83½@¾ and 4.85½@¾, with cable transfers 4.86½@¾ and prime commercial paper 4.82¼@½. The actual rates for Continental exchange are as follows: francs, 5.22½@5.19⅜; marks, 94¼ and 94¾; and guilders, 40@40¼.

Judge Lawrence, First Controller of the Treasury, has rendered an opinion in the matter of a person holding a power of attorney to collect payment for Government bonds, in which he maintains that "a power of attorney authorizing an agent to 'sell and assign' a Government bond 'called' for payment gives authority to the agent to assign to the Secretary of the Treasury for redemption and to receive in payment a draft made by the Treasurer of the United States to the agent by name, who can indorse it for collection or payment."

Another question has just been decided by Judge Lawrence in the matter of a claim for cigar stamps 'unnecessarily used,' in which he holds "First, under the internal revenue statutes stamps are to be affixed 'by the actual maker' on each box containing cigars, When mor

stamps are used than the statute requires, the actual maker affixing the unnecessary stamps is entitled to an 'allowance' therefor on application made in due time and form. Second, when the manufacturer of cigars, having paid the license tax required by law, makes cigars for a dealer who furnishes the material and money to buy stamps, the claim for an 'allowance' for 'stamps unnecessarily used' can only be made by the 'actual maker,' and not by the dealer. Third, the claim of the 'actual maker' for such allowance is not assignable. Fourth, when cigars are packed in boxes duly stamped, and it becomes necessary to repack the cigars in new boxes and to affix new stamps thereon, the manufacturer so affixing the latter stamps is entitled to an 'allowance' therefor as for stamps 'unnecessarily used.' The expression 'unnecessarily used' in the statute authorizing an allowance means used in excess of the amount of one set of stamps required by law * * * If stamps properly affixed should be removed by accident or by the action of natural causes, as water, &c., it might be necessary to affix new stamps to avoid prosecution. When so affixed an 'allowance' might properly be made for the latter stamps as 'unnecessarily used.'

An important decision by the Attorney General of the United States transfers and utilizes over $50,000,000 special funds held among the cash in the Treasury for the redemption of National bank notes. The Attorney General decides that banks withdrawing their circulation and banks depositing the 5 per cent standing redemption may use indifferently coin or greenbacks, and the United States Treasury is authorized in redeeming surrendered circulation and in the current redemption of National bank notes to use greenbacks or coin indifferently. The same principle will apply to the redemption of clearing house certificates under the act of 1872 as in greenbacks. All these special funds being done away, over $60,000,000 cash will be left free to the redemption of the United States bonds.

Judge Lawrence, Controller of the Treasury, has rendered a decision bearing on the survivorship of trustees, in which it is maintained that when a Government bond is inscribed in the name of three trustees and the nature of the trust is not shown and one trustee dies, the survivors may control the bond, continue the trust or otherwise execute it.

The Chief of the Loan Division of the Treasury Department estimates that there are about $30,000,000 registered five per cent bonds outstanding. These bonds are redeemable at once, with interest to the date of presentation. They cease to bear interest on October 1. There are upward of $12,000,000 of coupon five per cent bonds outstanding which cease to bear interest August 12, and are redeemable after that date.

The Treasurer of the United States has issued a circular embracing the following changes in the regulations governing the transportation of coin and mutilated United States notes: first, the registration fee on packages of standard silver dollars and fractional silver coin forwarded by mail by the Treasurer will be paid by the Government; second, the treasurer will forward fractional silver coin by express in multiples of $500 at the expense of the Government for deposits of gold coin or currency, or remittances to his office; third, the express charges are paid by the Government on worn and mutilated United States notes sent to the treasurer for redemption in multiples of $500, and on new United States notes returned. Notice is given that five cent nickel coins are no longer furnished by the Mint, but may be had upon application at any Sub-Treasury.

The prices of Cincinnati Municipal Bonds, the principal issues of which are the Gold 6s due 1906, Currency 6s due 1909 and Seven-Thirties due 1902, are reported to have advanced from five to seven per cent within the past six months. D. A. Easton, dealer in bonds, with Beody McClellan & Co., 58 Broadway, this city, makes a specialty of these bonds.

The affairs of the Quick-silver Mining Company are steadily assuming shape; the company has paid off $1,800,000 of bonded debt, and under the basis of settlement will pay a cash dividend to the preferred stockholders of Eight per cent, and to the common shareholders of about Two per cent, which will leave about $250,000 in the Treasury. The company will then pay Six per cent per annum.

The closing quotations on Thursday were: Adams Express, 135@137; American Express, 84@85; American District Telegraph, 47½@48½; Chicago, Burlington and Quincy, 163½@165; Canada Southern, 65¼@65½; Chicago and Northwestern, 127⅝@127¾; do. pref., 140¾@141; Central Pacific, 99¾@99⅞; Chicago, Milwaukee and St. Paul, 125@125¼; do. pref., 134½@135½; Chicago, Rock Island and Pacific, 141@141½; Cleveland, Columbus, Cincinnati and Indianapolis, 93½@94; Columbus, Chicago and Indiana Central, 23½@23¾; Delaware and Hudson Canal, 109¼@109½; Delaware, Lackawanna and Western, 123@123¼; Hannibal and St. Joseph, 92½@92¾; do. pref., 111@111⅛; Lake Erie and Western, 60@60½; Lake Shore and Michigan Southern, 122⅞@123; Metropolitan Elevated, 90¾@91; Manhattan Elevated, 18⅝@18¾; Michigan Central, 101⅝@101¾; New York Elevated, 107@108½; New York, Lake Erie and Western, 44@44⅛; do. pref., 84¼@84¾; New York Central and Hudson River, 144½@144⅝; Ohio and Mississippi 39⅝@40; Ohio Central, 33¼@33½; Pacific Mail, 50¼@50½; Panama, 260@264; St. Louis, Alton and Terre Haute, 58¼@60; do. pref., —@94; Texas and Pacific, 64¼@64½; Union Pacific, 129⅞@130; United States Express, 70@72; Wells Fargo Express, 121@125; Western Union Telegraph, 92¼@92½; Wabash, St. Louis and Pacific, 57½@57⅝; do. pref., 92⅝@92¾.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atchison, Col. and Pac. 1st, 104; Albany and Susq. 1st consol., 125; Boston and New York Air Line, 71; Buffalo, Pittsburg and Western, 43⅝; Boston, Hartford and Erie 1st, 79; Cedar Falls and Minnesota, 33½; Chesapeake and Ohio 1st pref., 41½; do. 2d pref., 31⅝; do. cur. int., 60½; do. 1st, Series B, 85; Chicago, St. Paul, Minneapolis and Omaha, 41¾; do. pref., 104¾; do. consol, 104¼; Cincinnati, Sandusky and Cleveland, 61; Col., Chi. and Ind. Cent. 1st, Trust Co. certif. ass., 123; do. Inc., 78; Chicago, Burlington and Quincy 8s, 106; Chicago, St. Paul and Minneapolis 1st, 112½; Central Iowa 1st, 118; Chicago and Milwaukee 1st, 125½; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 107⅞; do. Southwest div. 6s, 109½; Denver and Rio Grande, 105; do. 1st, 118; do. 1st consol., 116⅜; Houston and Texas Central 1st, Western div, 111½; International and Gt. Northern 1st, 112½; do. 2d, inc., ass., 102; Indiana, Bloom. and Western, 52; do. 1st, 97; do. 2d, 86; Jackson, Lansing and Saginaw, 1st, 110½; Kansas Pacific 1st consol., 109⅝; do. 6s, 1895, 117; do. 1896, 115; do. 6s, Denver div. ass., 113½; Keokuk and Des Moines pref, 52¾; Lake Erie and Western, 58; do. Inc. 77; Louisville, New Albany and Chicago, 98; do. 1st, 108; Long Island, 63; Louisville and Nashville Gen'l mort. 6s, 107½; do. 3d, 107; Lehigh and Wilkesbarre consol. ass., 111⅝; Manhattan Beach, 36; Marietta and Cincinnati 1st pref., 14⅞; do. 2d pref., 11½; Mobile and Ohio, 36½; do. 1st deben., 97; do. 2d deben., 70; Missouri, Kansas and Texas, 46⅛; do. consol. ass., 111; do. 2d, 84; do. 6s, 95; Missouri Pacific, 109; do. 1st, consol., 109¾; Memphis and Charleston, 82; Milwaukee, Lake Shore and Western, 57½; do. 1st, 106¼; Metropolitan Elevated 2d, 89½; Michigan Central 8s, 107; Milwaukee and Northern 1st, 101; Nashville, Chattanooga and St. Louis, 84; do. 1st, 118; New York, Ontario and Western, 34¾; Norfolk and Western pref, 60; do. Gen'l mort., 108; New Jersey Southern 6s, guar., 104¼; Northern Pacific 1st, 104½; New Orleans Pacific 1st, 101; New York City and Northern Gen'l mort., 96½; Ohio Central, 31½; do. 1st, 103½; do. Inc., 62½; Ohio Southern, 30; do. 1st, 98; do. inc., 50; Oregon Railway and Nav., 169; Ohio and Mississippi 1st, Springfield div., 120; Peoria, Decatur and Evansville, 46½; Pennsylvania Co. 4½s, 102; Rochester and Pittsburg, 43; do Inc., 55½; Richmond and Allegheny, 68½; do. 1st, 109; Rome, Watertown and Ogdensburg, 38; do. 1st consol., 103; St. Louis, Kansas City and Northern, Omaha div. 1st, 117½; Syracuse, Binghamton and New York 1st, 125; St. Paul and Sioux City 1st, 112½; St. Paul, Minn. and Man., 106; do. 1st, 112½; St. Paul and Duluth pref., 88; Southern Pacific of California 1st, 107⅝; St. Louis and San Francisco 2d, class A, 106; do. B, 96½; St. Louis and Iron Mt. 1st pref. Inc., 101½; do. 2d, 94; do. 5s, 94⅛; do. Ark. Branch 1st, 114¾; Texas and Pacific, 63; do. Inc., L. G., 84½; do. Rio Grande div., 1st, 100; Toledo, Delphos and Burlington, 32½; do. 1st, 97; do. inc., 60¼; Wabash, St. Louis and Pacific Gen'l mort. 6s, 102; do. Chicago div. 5s, 99½; Arkansas 7s, L. R., P. B. & N. O., 12½; Alabama, Class A, 77⅞; Georgia 6s, 1886, 110; do. 7s, new, 110; Louisiana 7s, consol., 66; Missouri 6s, 1887, 110½; Tennessee 6s, old, 76; do. new, 76; Virginia 6s, def., 17½; Am. Dist. Tel., 48; Sutro Tunnel, 1½; Colorado Coal and Iron, 60; do. 6s, 100; Consolidation Coal, 41; Maryland Coal, 26⅝; New Central Coal, 27½; Caribou Mining, 3; Central, 4; Deadwood, 7¾; Excelsior, 1; Ontario, 36; Silver Cliff, 5¼; Standard, 23½; Stormont, 2¾.

Philadelphia.—Am. S. S. Co., 29¾; Central Transp., 43¾; Nesquehoning Valley, 58½; New

Orleans Pacific 6s, 101¾; Pennsylvania Canal 6s, 100; Pennsylvania R. R. 5s, 109; Philadelphia, Germantown and Norristown, 110⅛; Pennsylvania Co. 6s, 107⅛; Pennsylvania and New York Canal 7s, 1906, 129½; Texas and Pacific consol. mort. 6s, 105; do. Rio Grande div. 1st, 100⅛. The latest quotations are: City 6s, 115@116; do. free of tax, 130½@132½; do. 4s, new, 102@105; Pennsylvania State 6s, 3d series, 100¾@101; do. 5s, new. loan, 116½@117; do. 4s, new 111@—; Philadelphia and Reading R. R., 28¾@28⅞; do. consol, mort. 7s, coup. 126¾@127; do. reg., 126⅛@127; do. mort. 6s, 122@125; do. 7s, 1893, 121@122; do. new conv., 66@—; United New Jersey R. R. and Canal, 195¾@196; Buffalo, Pittsburg and Western, 21½@21⅝; Pittsburg, Titusville and Buffalo 7s, 104@104¾; Camden and Amboy mort. 6s, 1889, 115½@116; Pennsylvania R. R., 63⅛@63¼; do. gen'l mort., coupon, 126¼@126½; do. reg., 126¼@128; do. consol. mort. 6s, reg., 120@121¾; Little Schuylkill R. R., 55⅝@55⅞; Morris Canal, 44¾@45¼; do. pref., 169@—; Schuylkill Nav., 5¾@6; do. pref., 14¾@15; do. 6s, 1882, 88½@90½; do. 1872, 105@109; Elmira and Williamsport pref., 55@60; do. 6s, 117@—; do. 5s, 100@103; Lehigh Coal and Navigation, 44⅝@45¾; do. 6s, 1884, 106½@107; do. R. R. loan, 119¾@120; do. Gold Loan, 115½@116; do. consol. 7s, 117¾@118; Northern Pacific, 42@42¼; do. pref., 81⅛@81¾; North Pennsylvania, 60⅛@60⅝; do. 6s, 107⅛@107¾; do. 7s, 122@125; do. Gen'l mort. 7s, reg., 121¼@121¾; Philadelphia and Erie, 24@24¾; do. 7s, 120@122¼; do. 5s, 107½@108½; Minehill, 61½@62¼; Catawissa, 21@22½; do. pref., 57⅛@58⅛; do. new pref., 57⅛@58; do. 7s, 1900, 127@127⅛; Lehigh Valley 60⅛@60¾; do. 6s, coupon, 122@123½; do. reg., 122⅛@123⅛; do. 2d mort. 7s, 136½@137; do. consol. mort., 122¾@123; Fifth and Sixth streets (horse), 136@137; Second and Third, 112½@116; Thirteenth and Fifteenth, 81¾@82¼; Spruce and Pine, 50@51; Green and Coates, 80@—; Chestnut and Walnut, 95@100; Hestonville, 21⅛@21¾; Germantown, 75@76½; Union, 119@125; Lombard and South, —@26½; West Philadelphia, 95@96¼; People's, 31⅞@32⅛; Continental, 103@108.

Baltimore.—Atlantic Coal, 1.65; Atlanta and Charlotte, 81; do. 1st, 111; do. inc., 97; Baltimore City 6s, 1890, 118½; do. 6s, 1884, 106¼; do. 6s, 1900, 127; do. 5s, 1894, 118¼; do. 5s, 1916, 125; Columbia and Greenville 1st, 105; Chesapeake and Ohio Canal 6s, 64; Canton 6s, gold, 111⅛; Maryland Defense 6s, 106; North Carolina 4s, 89; Norfolk and Western pref., 60⅛; Richmond and Danville gold bonds, 103; do. 1890, 108; Virginia Midland pref., 72; do. 2d pref., 51⅛; do. 2d mort., 112¼; do. 3d, 94; do. 4th, 55; do. 5th, 100⅝; Virginia Peelers, 42; do. coupons, 19¼. The latest quotations are: Atlanta and Charlotte, 81@82; do. 1st, 104½@111; Baltimore and Ohio, 199@200; do. 6s, 1885, 110@—; Baltimore City 6s, 1884, 106⅜@—; do. 6s, 1890, —@1118¼; do. 6s, 1900, 126@—; do. 5s, 1894, 117¾@118¼; do. 5s, 1916, 125@127; Canton 6s, gold, —@111⅜; Columbia and Greenville 1st, 104⅛@105¼; Consolidation Coal, 39⅛@42; Chesapeake and Ohio Canal 6s, 64@70; Marietta and Cincinnati 1st, 124@125; do. 2d, 89⅛@89⅝; do. 3d, 49⅛@49¼; Northern Central, 54⅛@55; do. 6s, 1900, gold, 115¾@116⅛; Ohio and Mississippi 1st Springfield div., 120⅝@—; Union Canal 6s, endorsed by Canton Co., 117½@—; Virginia Midland pref., 71⅛@72; do. 2d pref., 51½@55; do. 5th mort., 100⅛@101; Virginia Consol. 83¾@84; do. consol. coupons, 91½@91⅝; do. 10-40s, 55¾@56; Western Maryland 2d pref., 107¾@108; do. 1st, unindorsed, 112⅝@—.

Boston.—Atlantic and Pacific 6s, 104¼; do. Inc., 57¼; Atchison, Topeka and Santa Fe 8s, guar., 123; do. plain 5s, 99; Atchison 4½s, 96; Boston Land, 9⅝; Boston Water Power, 9⅞; Boston, Clinton, Fitchburg and New Bedford, 55½; do. pref., 132½; Boston, Concord and Montreal, 56; Burlington and Missouri River in Nebraska 6s, non-exempt, 106¼; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 109; do. Wis. Valley div. 6s, 105; Chicago and West Michigan, 88; Connotton Valley 7s, 100; Cincinnati, Sandusky and Cleveland 7s, 109; Cheshire, 62; Chicago and Eastern Illinois, 112; Chicago, Burlington and Quincy 4s, 97¼; Connecticut and Passumpsic Rivers R. R., 100½; Flint and Pere Marquette, 37; do. pref., 103⅛; Fort Scott Branch 7s, 110; Fort Wayne and Jackson pref., 85; Iowa Falls and Sioux City, 90; Kansas City, Lawrence Southern 6s, 110; Kansas City, St. Joseph and Council Bluffs 7s, 123; Kansas City, Fort Scott and Gulf, 95; Little Rock and Ft. Smith, 79; do. 7s, 119; Mexican Central 7s, 110; do. Blocks new, 99; do. old, 110; Marquette, Houghton and Ontonagon, 76; Massachusetts Central, 80; do. 6s, 100½; Maine Central, 47⅛; New York and New England 6s, 112⅛; New Mexico and Southern Pacific 7s, 122¼; Ogdensburg and Lake Champlain consol. 6s, 105⅛; do. Income, 73½; Portsmouth, Gt. Falls and Conway, 81; do. 4½s, 91; Rutland, 6¾; do. pref, 31½; do. 5s, 85; do. 6s, 105; Sonora 1st, 100; do. block No. 3, 240; do. No. 4, 100; Summit Branch, 25; Toledo, Delphos and Burlington, 16; do. 6s, M. L., 61; do. Dayton div., 50; Wisconsin Central, 26¾; do. 7s, 70; do. 1st series, 79; Atlantic Mining, 11; Allouez, 1⅞; Brunswick Antimony, 12; Blue Hill, 3⅝; Catalpa, 1⅝; Crescent, 1; Copper Falls, 6¼; Duncan, 1; Douglas, 2⅝; Empire, 45c.; Franklin, 11; Harshaw, 8; Osceola, 32; Pewabic, 12½; Silver Islet, 43; Sullivan, 3¾.

At a meeting of the directors of the Panama Railroad Company in this city on the 7th inst., the De Lesseps Canal Company was admitted to representation in the board in compliance with the agreement recently made for the purchase of the road. The new directors are Richard W. Thompson, chairman of the American Committee: John W. Ellis, of Winslow, Lanier & Co.; E. P. Fabbri, of Drexel, Morgan & Co.; Jesse Seligman, of J. & W. Seligman & Co., members of the same committee, and T. J. Sabla, vice-president of the Mexican Telegraph Company. There was already one vacancy in the board, caused by the death of John R. Marshall, and four other places were made by the resignation of Samuel C. Thompson, Charles D. Leverich, George A. Hoyt and Christopher Meyer. The Canal Company will be entitled to one more seat next year, on the payment of another instalment of the purchase money, and the board will then remain unchanged until the last payment shall be made.

Louisville and Nashville Railroad.

The following is a statement of the operations of the Louisville and Nashville Company for the year ended June 30, the figures for the month of June being estimated:

Gross earnings, 1,840 miles.....		$10,910,039 77
Operating expenses (62 67 per cent)		6,837,198 18
Net earnings from traffic.....		$4,072,441 59
Other income from investments...		261,629 07
Total.....		$4,334,070 66
Fixed charges.....	$3,109,950 68	
Taxes.....	212,924 30	
Total.....	$3,322,874 98	
Less to be refunded by S. & N. A. R. R.	252,511 03	
		3,070,363 95
Balance applicable to dividends.		$1,263,706 71
Dividends for the year:		
Feb. 1, 1881, 3 per cent.	$543,900 00	
Aug. 1, 1881, 3 per cent	543,900 00	
		1,087,800 00
Surplus for the current year.....		$175,906 61
Surplus from last year.....		228,382 62
Surplus forward to next year's income account.....		$404,289 33

FOR SALE, ONLY $900—Dwelling, 7 rooms and Closets, Cellar, &c.; Small Barn, Hennery, &c., choice garden spot, Apple Orchard, grove of fine chestnuts, maple and oak trees; fine shade about the dwelling. About six acres of land. Premises are finally situated, valley of the Delaware River, Erie Railroad, 130 miles from New York, (one mile from Cochecton station) in the beautiful village of Damascus, Wayne Co., Pa.; is 3 minutes walk from the well-known Delaware Valley (Union Damascus) Academy, near churches, stores, post office, physicians, &c. Excellent water power and a small mill connected. To a family desiring a home while educating their children, or to a person engaging in manufacturing, the place is well adapted and very cheap. "W. K. E." box 3219, New York Office.

Also, 606 acres, choice land, about 140 under excellent cultivation, and about 300 acres cleared for tillage, with buildings. 4 miles from Narrowsburgh, N. Y. Price, $6,500. Address as above.

OFFICE CENTRAL PACIFIC RAILROAD COMPANY,
No. 9 Nassau St., NEW YORK, July 7, 1881.

THREE DOLLARS per share will be paid on presentation of DIVIDEND WARRANT No. 12 on or after Aug. 1, at this office, or at the office of the company in San Francisco. Transfer-books will be closed from July 16 to Aug. 2, both inclusive, as per order of the Board of Directors.

C. P. HUNTINGTON, Vice-President.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.
Treasurer's Office Grand Central Depot,
NEW YORK, June 24, 1881.

THE DIRECTORS OF THIS COMPANY HAVE this day declared a quarterly dividend of TWO PER CENT upon its capital stock, payable on the 1st day of August next at this office.

The transfer books will be closed at 3 o'clock P. M., on THURSDAY the 30th inst., and will be reopened on the evening of THURSDAY the 4th day of August next.

E. D. WORCESTER, Treasurer.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,500,000	J. & J.	Jan. '81 3½
Ashuelot.....100	210,000	quarterly	July '81 1½
Atch., Top. & Santa Fe.100	10,409,300	quarterly	Aug.'81 2
Atlanta and West Point.100	1,232,200	J. & J.	July '80 4
Atlantic and St. Law*...100	5,000,000	M. & S.	Sept.'80 3
Augusta and Savannah.100	1,022,900	J. & D.	June'80 3½
Avon, Genesee & Mt. M.*100	225,000	A. & O.	Jan. '78 3
Baltimore and Ohio.....100	14,216,800	M. & N	May '81 3
" " pref.100	4,569,578	J. & J.	July '81 3
Washington Br.....100	1,650,000	A. & O.	Apl. '81 5
Berkshire*.....100	600,000	quarterly	Apl. 81 1½
Boston and Albany.....100	20,000,000	quarterly	June'81 2
Bos., Clin., F. & N. Bed.100	1,297,600	— & —	.....
" " pref.100	1,750,100	... .	Apl. '81 3
Agricultural Br. guar...100	60,000	J. & D	June'78 3
Bost., Conc. & Mont.*pref100	800,000	M. & N	May '81 3
Boston and Lowell.....500	3,250,000	J. & J.	July 81 2
Boston and Maine.....100	6,921,274	M. & N.	May 81 4
Boston and Providence.100	4,000,000	M. & N.	May 81 4
Attleborough Branch.100	131,700	J. & J.	July '81 3½
Bost., Revere B. & Lynn.100	350,000	J. & J.	July '81 3
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	June'81 3
Burl. & Mo. Riv. in Neb.100	3,537,800	quarterly	Feb. '80 2
Camden and Atlantic.....50	377,400	quarterly	Apl.'80 3½
" " pref. 50	888,311	quarterly	Apl.'80 3½
Camden & Burl. Co.....100	381,925	J. & J.	July '81 3
Cape May and Millville* 50	447,000	J. & D.	June'80 3
Catawissa*.....50	1,159,500	October.	Oct.'80 $1½
" pref.....50	2,200,000	M. & N.	May '81 3½
" 2d pref.....50	1,000,000	M. & N.	May '81 3½
Cayuga and Susq.*.....50	589,110	J. & J.	Jan. '80 4½
Cedar Rapids & Mo. R.*100	6,850,400	F.M.A.N	May '81 1
" " pref.100	769,600	F. & A	Feb '81 3½
Central of Georgia.....100	7,500,000	J. & D.	June '81 4
Central of New Jersey.100	18,563,200	quarterly	Apl. '78 2½
Central Ohio*.....50	2,425,000	J. & J.	July '81 3
" pref.....50	400,000	J. & J	July '81 3
Central Pacific.....100	54,275,500	F. & A.	Aug. 81 3
Chemung*.....100	380,000	quarterly	July '81 1½
Cheshire, preferred.....100	2,155,300	J. & J.	July '80 1½
Chicago and Alton.....100	10,065,400	M. & S.	Mar. 81 4
" " pref.....100	2,425,400	M. & S.	Mar '81 4
Chicago, Burl. & Quincy.100	81,004,456	quarterly	June '81 2
Chi., Clin., Dub. & Minn....	6,156,000	A. & O.	Apl. '79 $2
Chicago, Iowa & Nebras*100	3,916,200	J. & J.	July 81 4
Chi., Mil. and St. Paul..100	15,404,261	A. & O.	Apl. '81 3
" " pref.....100	12,279,483	A. & O.	Apl. '81 3½
Chicago & N. Western..100	14,988,257	J. & D	June'81 3
" pref.100	21,525,353	quarterly	June'81 1½
Chicago, R. I. & Pacific.100	50,000,000	quarterly	Aug.'81 1½
Chicago & West Mich...100	6,161,000	F. & A.	Feb. '81 2½
Cin., Ham. & Dayton.....100	3,000,000	A. & O.	Oct. '80 2
Cin., Sand. & Clev. pref. 50	429,037	M. & N.	May '81 3
Clev., Col., Cin. & Ind...100	14,991,300	F. & A.	Feb. '81 5
Cleveland & Mahoning*. 50	2,057,569	M. & N.	Nov.'79 4
Cleveland & Pittsburg*. 50	11,226,150	quarterly	June'81 1½
Columbus and Xenia*... 50	1,786,200	M.J.S.D	June'81 2
Colum. & Hocking Val..100	2,500,000	F. & A.	Aug'81 2½
Concord.....50	1,500,000	M. & N.	May 81 5
Concord and Ports.*.....100	350,000	J. & D.	June'81 3½
Conn. & Passump Riv..100	2,175,700	F. & A.	Feb. '81 2
Connecticut River.....100	2,100,000	J. & J.	July '81 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	Jan. 81 2½
" 1st pref.. 50	241,900	A. & O.	Oct. '80 4
" 2d pref... 50	243,000	A. & O.	Oct. '80 4
Danbury and Norwalk . 50	600,000	quarterly	June 81 1½
Dayton & Michigan*.... 50	2,401,528	A. & O.	Oct. '80 1½
" " pref. 50	1,211,250	quarterly	Jan. 81 2
Delaware*.....2	1,230,950	J. & J.	Jan. 81 3
Del. & Bound Brook*...100	1,584,400	quarterly	May '81 1½
Del., Lackaw. & Westn. 50	26,200,000	quarterly	July '81 1½
Detroit, Lans. & Nor...100	1,825,600	F. & A.	Aug.'80 2½
" " pref.100	2,503,380	F. & A.	Feb. '81 3½
Dubuque & Sioux City*100	5,000,000	A. & O.	Apl. '81 2½
East Pennsylvania*.....50	1,309,200	J. & J.	July 81 3
East Mahanoy*.....50	392,950	J. & J.	July 81 3
East Tenn., Va. & Ga...100	5,000,000	A. & O.	Apl. '81 3
Eastern (Mass.).....100	4,997,600	J. & J.	July '78 3
Eastern (N. H.).....100	492,500	J. & D.	June '81 2½
Eel River.....100	3,000,000	quarterly	June '81 2½
Elmira, Jef. & Canand*.100	600,000	Sept.	Sept.'80 5
Elmira & Williamsport* 50	500,000	M. & N.	May '81 1½
" " pref. 50	500,000	J. & J.	July '81 3½
Erie and Pittsburg*.....50	1,090,250	quarterly	Sept.'80 1½
Fitchburg.....100	4,500,000	J. and J.	July '81 3½
Frankfort and Kokomo.100	600,000	.....	Oct. '71 1½
Georgia.....100	4,200,000	J. and J	July '81 3½
Hannibal & St. Jo. pref..100	5,183,024	F. & A.	Aug. '81 3½
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '81 3½
Housatonic, pref.....100	1,180,000	quarterly	July '81 2
Illinois Central.....100	29,000,000	M. & S	Mar. '81 3½
Iowa Falls & Sioux City*100	4,625,000	quarterly	June '81 1
Iowa Railroad Land Co 100	7,620,000	quarterly	May,'81 1½
Ia. So. & Mo. Northern. 25	600,000	quarterly	May,'81 2
Jeffersonv., Mad. & Ind..100	900,000	quarterly	May,'81 1½
Joliet and Chicago*.....100	1,500,000	quarterly	June'80 1½
Kan. City, Top. & West.100	2,200,000	quarterly	May,'80 1½
Kentucky Central.....100	1,500,000	J. & D.	Dec. '80 1
" " pref.100	500,000	J. & D.	Dec. '80 3
Lake Shore & Mich. S...100	49,466,500	quarterly	Aug. '81 2
" " (guar.).100	633,500	F. & A.	Aug. '81 5
Lawrence*.....50	450,000	quarterly	July '81 2
Lehigh Valley.....50	27,332,565	quarterly	July '81 1½
" pref. 50	106,300	quarterly	July '81 1½
Little Miami*.....50	5,871,450	quarterly	June '81 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Schuylkill*.....50	$2,448,100	J. & J.	July '81 3½
Louisville & Nashville..100	18,130,000	F. & A.	Aug. '81 3
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Andover.....100	500,000	J. & J.	July '80 3½
Lowell and Lawrence.....100	200,000	A. & O.	Apl. '78 2
Lykens Valley.....100	600,000	F.M.AN	Feb. '79 2½
Manchester and Law.....100	1,000,000	M. & N.	May 81 5
Marietta & Cincinnati.....50	1,408,912	— & —	.....
" " 1st pref. 50	8,130,719	M. & S	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 1s
Massawippi*.....100	400,000	F. & A	Feb. '81 2
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Metropolitan Elevated..100	6,500,000	quarterly	Apl. '81 2½
Michigan Central.....100	18,738,204	quarterly	Aug. '81 1
Middlesex Central.....100	2,136 shs	F. & A.	Feb. '81 3
Mill Creek & Minehill* 50	323,375	J. & J.	July '81 5
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '81 3½
Missouri Pacific.....100	2,416,000	quarterly	July '81 1½
Mobile & Montgomery..100	2,794,800	F. & A.	Feb. '80 2½
Morris and Essex*.....50	15,000,000	J. & J.	July '81 3½
Mt. Carbon & Pt. Carbon.50	282,350	J. & J.	July '81 6
Nashua and Lowell.....100	800,000	M. & N.	May '81 3½
Nashua and Rochester.100	1,305,800	A. & O.	Apr. '81 1½
Nashville and Decatur..100	1,529,000	J. & D.	Dec. '79 3
Nash., Chat. & St. Louis. 25	6,575,296	A. & O	Apl. '80 1½
Naugatuck.....100	2,000,000	J. & J.	Jan. '81 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '81 3½
N. Castle & Beaver Val.* 50	1,800,000	quarterly	July '80 2½
N. Haven & Northamp..100	605,000	quarterly	Oct. 74 3
New London Northern*100	1,418,800	quarterly	Oct. '80 1½
N. Y. Cen. & Hudson R..100	89,428,330	quarterly	July '81 2
New York and Harlem.100	8,500,000	J. & J.	July 81 4
" " pref.100	1,500,000	J. & J.	July '81 4
" City Line.....	.....	annually	Apl. '81 3
New York & Long Br.*100	2,000,000	.....	Oct. '79 2½
New York Elevated.....100	6,500,000	quarterly	Apl. '81 2½
N.Y., Lake Erie & West.100	77,107,700	.....	....
" " pref.100	8,146,700	.....	....
N. Y., N. H. & Hartf...100	15,500,000	J. & J.	Jan. '81 5
N. Y., Provid. & Boston.100	3,000,000	quarterly	May '81 2
Niag. Bridge & Canand*100	1,000,000	J. & J.	July '80 3
North Carolina*.....100	4,000,000	M. & S.	Mar. '80 5
N. Eastern (S.C.) pref..100	96,000	M. & N.	Nov. '77 4
North Pennsylvania.....50	4,527,150	quarterly	May '81 1½
Northern Central.....50	5,842,000	J. & J.	July '81 3
Northern N. Hampsh...100	3,068,400	J. & D.	June '81 3
Northern New Jersey*...100	1,000,000	J. & J.	July '77 2
Norwich & Worcester*.100	2,604,400	J. & J.	July '81 5
Ogdensb. & L. Champl.*100	3,077,000	J. & J.	July '76 2
" " pref.100	2,000,000	A. & O.	Apl. '78 4
Ohio and Mississippi.....100	20,000,000	quarterly	.....
" " pref.100	4,030,000	J. & D.	Mar. '75 3½
Old Colony.....100	7,183,800	J. & J.	July '81 3
Oregon Railway & Nav.100	4,455,000	quarterly	May '81 2
Oswego and Syracuse*.100	482,400	F. & A.	Aug 80 4½
Panama.....100	7,000,000	Aug. 1, 1881,	$24.26
Paterson and Hudson*.100	632,000	J. & J.	July '81 4½
Paterson and Newark*.100	250,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	July '81 4½
Pember. & Hightstown*. 50	342,150	J. & J.	July '80 3
Pennsylvania.....50	68,870,200	M. & N.	May '81 4
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '81 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '75 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	June 81 3
Philadelphia & Reading 50	32,726,375	quarterly	Jan. '76 2½
" " pref.. 50	1,551,800	quarterly	July '76 3½
Phila. and Trenton*.....100	1,259,100	quarterly	Apr. '81 2½
Phila., Wil. & Balt..... 50	11,572,700	J. & J.	July '81 4
Pittsb., Ft. W. & Chi.*.100	19,714,285	quarterly	July '81 1½
" Special Imp..100	5,504,300	quarterly	July '81 1½
Pittsfield & N. Adams..100	450,000	J. & J.	Jan. 80 2½
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '81 3
Profile and Franconia...	.....	Annual.	Nov.'80 8
Providence & Worces..100	2,000,000	J. & J.	July '81 3
Republican Valley.....	853,000	quarterly	Feb. '80 2
Rensselaer & Saratoga *100	6,000,000	J. & J.	Jan. '81 4
Rhode Island & Mass..100	175,575	— & —	Jan. '81 3
Richmond & Petersb....100	1,008,600	J. & J.	Jan. '81 3
Roch. & Genesee Val.*.110	555,200	J. & J.	Jan. '79 3
Rome, Watert. and Ogd..100	2,998,900	J. & J.	July '75 3
Rutland preferred.....100	4,168,700	F. & A.	Feb.'75 3½
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,468,400	F. & A.	Feb. '81 3
St. L., I. Mt. & South'n.100	14,248,950	F. & A.	Feb. '74 3
Salem and Lowell.....100	2,433 shs	M. & S.	Sep.'78 50c
Schuylkill Valley*..... 50	576,050	J. & J.	July '81 2½
Seaboard and Roanoke.100	1,151,400	M. & N.	May '80 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug.'80 3
Shore Line*.....100	995,800	J. & J.	July '80 4
Sioux C. & Pacific pref..100	169,000	A. & O.	Apl. '81 3½
South Branch (N. J.)*..100	438,300	J. & J.	July '79 3
South Western, (Ga.) *.100	3,892,300	J. & D.	June'79 3½
Stockbridge and Pitts.*.100	448,700	J. & J.	July 79 3½
Summit Branch*..... 50	4,125,000	F. & A.	Feb.'76 3
Syr., Bingham. & N.Y.*100	2,004,000	J. & D.	Feb.'80 2
Terre Haute & Indiana 100	1,988,150	F. & A.	Feb. '81 4
Troy and Boston.....100	1,609,000	F. & A.	Feb. '80 2
Union Pacific.....100	36,745,000	quarterly	July '81 1½
United Cos. of N. J*...100	20,490,400	quarterly	Apl. '81 2½
Utica, Chenango & S. V.100	4,000,000	M. & N.	May '80 3
Utica and Black River..100	1,666,000	J. & J.	Mar. '79 2
Vermont and Mass.....100	3,050,000	A. & O.	Apl. '81 3
Wab., St. L. & Pacific...100	20,000,000	.....	.....
" " pref.100	20,000,000	quarterly	May 81 1½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable
Ware River*.....100	$750,000	J. & J.	July '81 3½
Warren (N. J.).....100	1,300,000	A. & O.	Apl. '80 3
Warwick Valley.....100	225,000	J. & J.	July '80 3
Westchest. & Phil. pref..100	821,300	J. & J.	July '80 2
West Jersey.....100	1,559,750	F. & A.	Nov. 79 2
Wilmington & Weldon.100	1,455,200	J. & D.	Nov. '79 3
Winchester & Potomac*100	180,000	J. & J.	Jan. '81 3
Winchester & Strasburg*100	500,000	J. & J.	July '81 3
Worcester and Nashua. 75	1,789,800	J. & J.	July '81 1½
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....
Baltimore City.....25	1,000,000	J. & J.	July '81 4
Balt., Cat. & El. Mills...100	.....	J. & J.	Jan. '80 3
Boston & Chelsea pref..50	121,000	A. & O.	Apl. 81 3
Broadway (Brooklyn)...100	200,000	J.A.J.O.	Apl. '78 4
Broadw. & 7th Av. (NY)100	2,100,000	J.A.J.O.	Apl. '79 2½
Brooklyn & Hunter's Pt.100	400,000	A & O.	Apl. '79 3
Brooklyn City.....100	2,000,000	F.M.A.N	Aug.'79 1
Bushwick (Brooklyn)...100	309,000	J. & J.	July '71 3½
Cambridge.....100	908,600	J.A. J.O.	Apl. '81 4½
Cen. Park, N. & E. Riv.100	1,068,400	J. & J.	Jan. '79 3
Citizens' (Phil.).....50	500,000	J. & J.	Jan. '78 10
Citizens' (Pbg.).....50	200,000	M. & N.	Nov. '77 10
Coney Island & Brooklyn.100	500,000	A. & O.	Oct. 80 5
Continental (Phila.).....50	180,000	J. & J.	July '81 6
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	May '79 2
Eighth Avenue (N.Y.)...100	1,000,000	J. & J.	Jan. '79 6
Elizabeth and Newark.100	200,000	— & —	 3
42nd St. & G. St. Ferry..100	748,000	M. & N.	May '79 6
Frankf. & Southw.(Ph.) 50	600 000	A. & O.	Apl '80 4
Germantown (Ph.).....50	1,000,000	J. & J.	July '80 5
Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '79 6
Heston, Mantau & Fairm. 50	2,050 000	J. & J.	Jan. 75 1½
Highland.....100	600,000	J. & J	July 81 4
Lomb. & South Sts.(Ph.) 25	105,000	A. & O	Oct. '79 2.4
Lynn and Boston.....100	300 000	M. & N.	May '81 4
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,500,000	J. & J.	July '81 4
Middlesex (Boston).....100	550,000	M. & N.	May '81 3½
N.Y., Bay Ridge & Jam.100	102 540	.....	Oct. '73 7
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
People's (Phila.).....25	206,054	.....	July '79 2
Philadelphia City.....50	475,000	J. & J.	July '81 5
Philadelphia and Darby 20	200,000	J & J.	July '77 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan.'78 2
Pbg, Alleg. & Manchester 50	200,000	quarterly	Apl. '78 2
Ridge Avenue (Ph.).....50	750,000	A. & O	Apl. '80 1½
Second Avenue (N.Y.)...100	1,199,500	J.A. J.O.	Apl. '78 2
Second & Third St.(Ph.) 50	962,100	quarterly	Jan.'79 3
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Sixth Avenue (N. Y.)...100	750,000	M. & N.	Nov.'77 5
Somerville (Boston).....100	113,000	M. & N.	May '81 3
South Boston.....50	100,000	J. & J.	July '81 4
Third Avenue (N. Y.)...100	2,000,000	F.M.A.N	Nov.'80 4
13th & 15th street (Ph.)- 50	1,000,000	J. & J.	July '81 4
23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Union (Boston).....100	374,300	J. & J.	July '81 4
Union (Phila.).....50	400,000	J. & J.	July '81 7
West Philadelphia.....50	400,000	J. & J.	July '77 10
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'75 2
Delaware Division.....50	1,633,350	.....	Feb. '81 $1
Delaware and Hudson...100	20,000,000	.....	June'81 1½
Delaware and Raritan*.100	5,847,400	quarterly	Apl '81 2½
Lehigh Coal & Navigat. 50	10,848,550	J.S.D.M.	Sept.'76 1½
Monongahela Navigat... 50	1,003,500	J. & J.	July '79
Morris (consolidated)...100	1,025,000	F. & A.	Feb. '78 2
" (preferred).....100	1 175,000	F. & A.	Feb '78 5
Pennsylvania.....50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	annually	A.'79 75c.s
" " (pref.). 50	2,888,977	annually	A.'9 140c.s
MISCELLANEOUS.			
Adams Express.....100	12,000,000	quarterly	May '81 2
American Express..... 50	18,000,000	J. & J.	July '81 2½
Amoskeag Manuf. Co...100	8,000 000	J. & D.	June '81 5
Calumet and Hecla Mining.	100,000 S.	F.M.A.N	Aug.'81 $5
Central Mining Co....	.....	Annual.	Feb '81 $5
Consolidation (Md.) Coal.100	10,250,000	M. & S.	Jan. '81 2½
George's Creek C. & I..100	.....	J. & J.	July '81 3
Gold and Stock Tel....100	2,500,000	quarterly	Oct. '79 1½
Maryland Coal.....100	4 400,000	F. & A.	Feb. '76 1½
Mariposa Gold.....100	2,836,600	.....	.....
" pref.....100	8,693,400	.....	.....
Missouri Val. Land Co..100	200,000	M. & S.	July '81 4
Moingona Coal Co.....100	305,200	quarterly	Mar. '80 2½
National Tube Works...100	1,000,000	quarterly	July 81 3
Pacific Mail Steamship.100	20,000,000	M.J.S.D.	Sept.'69 3
Pennsylvania Coal.....50	4,000,000	F.M.A.N	May '81 3
Pullman Palace Car Co...100	5,990,200	F.M.A.N	May '81 2
Quicksilver, common...100	5,708,700	.....	.....
preferred...100	4,291,300	.....	.....
Quincy Mining Co..... 25	40,000 shs	Annual.	Feb. '81 5
Quincy R. R. Bridge.....100	1,760,000	J. & J	July '81 5
Sioux C. & I.F. L.& L.Co.100	500,000	J. & J.	July '81 2
Spring Mountain Coal... 50	1,250,000	J. & D.	June'81 3½
Topeka Equipment Co..100	255,000	A. & O.	Apl. '81 5
United States Express...100	7,000,000	F.M.A.N	May '81 1
Wells-Fargo & Co. Exp.100	5,000,000	J. & J.	July '81 4
West. Union Telegraph.100	80,000,000	quarterly	July '81 1½

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl., C. Rapids & Nor.:													
1880	184,316	165,170	188,325	141,652	149,504	153,378	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881	167 750	124,510	148,551	184,680	165,630	205,912	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879	1,069,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488.142	1,335,870	17,153,163
1880	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1879	343,737	307,381	327,370	335,394	421,937	447,764	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880	534,054	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881	487,890	461,641	511,415	548,675	538,860	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,322	19,423,684
1881	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	.....	.....	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880	1,200,238	1,180,853	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,336,812	17,341 890
Chicago, Mil. & St. Paul:													
1880	764,398	738,749	900,675	871,041	1,135,000	1,037,958	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	.....	.....	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880	105,405	92,044	134,134	259,208	232,146	218,093	.....	.....	.....	.....	.....	.....	.....
1881	128,555	101,965	166,999	253,677	309,794	404,241	.....	.....	.....	.....	.....	.....	.....
Cin., Ind., St. L. and Chicago:													
1880	155,697	172,541	198,220	168,199	186,995	200,332	.....	.....	.....	.....	.....	.....	.....
1881	171,466	160,981	185,004	175,484	188,794	158,256	.....	.....	.....	.....	.....	.....	.....
Clev., Col., Cin. & Ind.:													
1880	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	427,824	426,227	368,714	348,092	4,440,514
1881	299,903	271,176	344,602	347,098	338,423	398,914	.....	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880	124,093	128,291	168,961	164,882	191,695	295,455	.....	.....	.....	.....	.....	.....	.....
1881	307,476	317,681	398,493	433,212	514,767	584,230	.....	.....	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880	176,079	166,965	216,327	206,735	191,317	179,396	163,484	212,896	209,058	240,359	204,116	257,241	2,537,954
1881	153,067	126,113	173,557	188,124	177,003	194,949	.....	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880	319,041	429,803	237,745	247,807	188,120	195,329	.....	.....	.....	.....	.....	.....	.....
1881	359,706	434,475	325,209	267,082	226,399	227,323	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1880	595,212	613,806	613,008	535,733	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,181	8,304,812
1881	600,472	492,851	536,395	632,063	636,870	.....	.....	.....	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880	80,498	89,960	84,225	90,375	857,733	.....	.....	.....	.....	.....	.....	.....	.....
1881	90,283	83,261	77,713	103,555	102,630	.....	.....	.....	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880	674,455	575,035	604,425	563,883	655,014	667,300	.....	.....	.....	.....	.....	.....	.....
1881	816,950	803,490	941,699	846,000	809,700	807,900	.....	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880	250,116	204,094	168,301	140,091	129,249	117,272	.....	.....	.....	.....	.....	.....	.....
1881	218,243	211,353	226,358	162,027	145,416	132,692	.....	.....	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880	205,633	191,154	169,457	155,466	158,839	.....	.....	.....	.....	.....	.....	.....	.....
1881	178,143	190,866	207,710	183,525	164,430	.....	.....	.....	.....	.....	.....	.....	.....
New York and New England:													
1880	164,232	149,907	183,845	179,689	183,701	.....	.....	.....	.....	.....	.....	.....	.....
1881	189,749	173,614	212,019	212,869	215,371	.....	.....	.....	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,216	29,367,451
1880	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,874	1,786,417	1 899,910	1,799,338	1,726,78	19,491,367
1881	1,443,437	1,425,765	1,847,261	1,709,057	.....	.....	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881	386,157	382,657	452,906	487,173	465,588	.....	.....	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880	81,212	77,259	119,357	186,075	217,613	253,105	.....	.....	.....	.....	.....	.....	.....
1881	109,805	79,976	143,835	214,755	299,880	368,276	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880	224,307	245,372	327,678	334,947	311,470	.....	.....	.....	.....	.....	.....	.....	.....
1881	224,303	225,561	285,573	293,323	343,742	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,038	1,308,658	1,325,780	13,621,239
1880	1,239,177	1,016,278	1,404,879	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1.563,794	.....	.....	.....
St. Louis and San Francisco:													
1880	195,695	199,641	197,470	174,502	175,864	173,148	.....	.....	.....	.....	.....	.....	.....
1881	212.435	178,234	262,050	265,293	283,399	260,254	.....	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880	153,139	163,737	168,994	155,462	147,928	.....	.....	.....	.....	.....	.....	.....	.....
1881	169,458	170,418	201,009	194,776	163,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880	555,933	490 195	451,560	408,241	349.053	353,454	442,000	542,555	661,400	678,200	626,725	655,100	6,258,419
1881	570,957	560,791	692,023	535,042	480,300	468,400	.....	.....	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880	180,239	137,645	261,798	333,014	281,899	213,407	.....	.....	.....	.....	.....	.....	.....
1881	254,187	159,482	320,962	425,685	382,642	405,322	.....	.....	.....	.....	.....	.....	.....
Union Pacific Railway:													
1880	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,528	.....	.....	.....	.....	.....	.....	.....
1881	1,416,340	1,403,240	1,687,420	2,032,146	2,398,467	2,590,969	.....	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880	928,603	933.143	1,189,268	1,028,791	1,122,706	1,144,755	1,065,080	1,185,325	1,177,134	1,526,475	1,105,616	962,663	12,336,152
1881	811,617	815,922	1,119,591	1,023,482	1,144,661	1,308,992	.....	.....	.....	.....	.....	.....	.....

COUNTERFEIT NOTE LIST.

1s.

Boston, Mass	National Eagle	Letter A, July 1, 1865. (Photographed.)

2s.

Kinderhook, N. Y	National Union	Letter A, July 1, 1865.
*Linderpark, N. Y	National Union	" " " "
Newport, R. I	Nat. Bank of Rhode Island.	" A, Nov. 1, 1865.
New York, N. Y	Ninth	" A, Jan. 2, 1865.
		" A, July 1, 1865.
New York, N. Y	Marine	" " " "
New York, N. Y	Market	" " " "
New York, N. Y	St. Nicholas	" " " "
Peekskill, N. Y	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa	Sixth	" A, July 1, 1865.

5s.

Amsterdam, N. Y	Manufacturers'	Letter B, April 15, 1875.
Aurora, Ill	First	" A, Nov. 2, 1863.
Boston, Mass	Globe (Photographed)	" C.
Boston, Mass	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill	First	" A, May 21, 1864.
Castleton, N. Y	National Bank of Castleton.	" D, March 10, 1865.
*Cecil, Ill	First	" A, May 10, 1865.
Chicago, Ill	First	" " " "
Chicago, Ill	Central	" " " "
Chicago, Ill	Merchants'	" " " "
Chicago, Ill	Traders'	" " " "
Chicago, Ill	German	" A, March 10, 1865.
Chicago, Ill	Union	" " " "
Dedham, Mass	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass	Pocasset (Photographed)	" C. Jan. 2, 1865.
*Galena, Ill	First	" A, May 10, 1865.
Hanover, Pa	First	" D, Feb. 20, 1864.
Jackson, Mich	People's	" D, Oct. 2, 1865.
Jewett City, Conn	Jewett City	" B, Sept 1, 1865.
Montpelier, Vt	Montpelier. (Photographed)	" A, Series 1875.
New Bedford, Mass	Merchants'	" C, Feb. 14, 1865.
No thampton, Mass	First	" C, May 2, 1865.
Paxton, Ill	First	" A, Oct. 20, 1871.
Pawling, N. Y	National Bank of Pawling	" A, July 20, 1865.
Peru, Ill	First	" A, June 2, 1864.
Rome, N. Y	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass	Southbridge. (Photograph'd)	" B, May 10, 1875.
Tamaqua, Pa	First	" B, July 1, 1865.
Troy, N. Y	National State Bank	" A, May 10, 1865.
Virginia, Ill	Farmers'	" " " "
Westfield, Mass	Hampden	" C. & D. Aug. 1, '65

		Bank No.	Treasury No.
Osage, Iowa	*Osage National Bank*	1,751 to 2,200	560,958 to 561,407
Pontiac, Ill	*Nat. Bank of Pontiac.*	741 to 765	252,111 to 252,135

10s.

Albany, N. Y	Albany City	Letter A, July 20, 1865
Auburn, N. Y	Auburn City	" A, July 20, 1865.
Buffalo, N. Y	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind	Lafayette	" A, Dec. 22, 1874.
Lockport, N. Y	First	" A, Feb. 20, 1865.
Muncie, Ind	Muncie	" A, Feb 14, 1865.
Newburgh, N. Y	Highland	" A, July 1, 1865.
New York, N. Y	American	" A, May 12, 1865.
New York, N. Y	Marine	" A, July 1, 1865.
New York, N. Y	Market	" " " "
New York, N Y	Mechanics'	" " " "
New York, N. Y	Nat. Bank of Commerce	" " " "
New York, N. Y	Nat. Bank State of N. Y	" " " "
Philadelphia, Pa	First	" B, Feb. 20, 1864.
Philadelphia, Pa	Third	" " " "
Poughkeepsie, N. Y	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y	City	" A, July 4, 1865.
Poughkeepsie, N. Y	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y	First	" A, Feb. 20, 1865.
Richmond, Ind	Richmond	" A, March 15, 1873.
Rochester, N. Y	Flour City	" A, July 1, 1865.
Rome, N. Y	Central	" A, May 12, 1865.
Syracuse, N. Y	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y	Mutual	" A, May 10, 1865.
Waterford, N. Y	Saratoga County	" A, July 1, 1865.
Watkins, N. Y	Watkins	" A, Aug. 1, 1865.

		Bank No.	Treasury No.
Albany, N. Y	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

20s.

Indianapolis Ind	First	Letter A, Nov. 2, 1863.
New York, N. Y	First	" B, July 19, 1865.
New York, N. Y	Market	" B, Jan. 19, 1865.
New York, N. Y	Merchants'	" B, July 19, 1865.
New York, N. Y	Nat. Bank of Commerce	" " " "
New York, N. Y	Nat. Shoe & Leather	" " " "
New York N. Y	Tradesmen's	" B.
Philadelphia, Pa	Fourth	Letter A, March 7, 1864.
Portland, Conn	First	" A, May 10, 1865.
*Utica, N. Y	City	" B, Aug 19, 1865.
Utica, N. Y	Oneida	" " " "

		Bank No.	Treasury No.
Albany, N. Y	*Merchants'*	759 to 766	45,195 to 45,202
Barre, Vermont	*Nat. B'k of Barre*	911 to 936	932,805 to 932,830
Boston, Mass	*Nat. H. & Leather*	11,919 to 11,972	22,900 to 22,953
New York City	*Third Nat. Bank*	9,414 to 9,428	644,416 to 644,430

50s.

Buffalo, N. Y	Third	Letter A, March 10, 1865.
New York, N. Y	Central	" A, April 15, 1864.
‡New York, N. Y	Union	" A, April 15, 1864.
New York, N. Y	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y	Nat. Bank of Commerce	" " " "
New York, N. Y	Tradesmen's	" A & D, April 20.'65.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 to 750	19,609 to 19,688
Lynn, Mass	*National City Bank*	121 to 150	66,797 to 66,825

100s.

Baltimore, Md	National Exchange	Letter.
Boston, Mass	First	" A, Feb 2, 1864.
Boston, Mass	Nat. Revere	" A, July 20,,1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y	Central	" A, April 15, 1864.
New Bedford, Mass	Merchants'	" A, Feb. 14, 1865.
Pittsburg, Pa	Nat. B'k of Commerce	" A, Series 1875.
Pittsfield, Mass	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa	Second	" A, Nov. 2, 1863.

		Bank No.	Treasury No.
Jersey City, N. J	*First National Bank*	671 to 750	19,609 to 19,688
Lynn, Mass	*National City Bank*	121 to 150	66,756 to 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."
‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s Portrait of Chase, act July 11, 1862, dated Aug I, 1862. B & D.
2s Portrait of Hamilton, act July 11, 1862, dated Aug. I, 1862. C & D.
2s Photograph. Portrait of Jefferson; Series of 1875. Letter D, No. 8,34 504. John A. Allison, Register. A. N. Wyman, Treas.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1862. A.
5s Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863. A.
5s Statue of Liberty, act March 3, 1863, dated March 10, 1863. A & D.
5s Portrait of Jackson, act March 3, 1869. Series of 1875. C & D.
5s Photograph. Series of 1875, Number B 8058120.
5s Series of 1875. Letter D. John Allison, Register. A. N. Wyman, Tre
10s Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862. B & D
10s Portrait of Lincoln, act March 3, 1863, dated March 10, 1863. D.
10s Portrait of Webster. Series of 1875. Letter C.
20s Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862. A, B, C.
20s Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63. A.
20s Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78. C. (Executed with pen and ink.
50s Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862. C
50s Portrait of Hamilton act March 3, '63, dated Mar. 10, '63. A, B, C, D.
50s Portrait of Clay, act March 3, 1863. Series 1869. B.
50s Compound Interest Note, act June 30, 1864, dated July 15, 1864. C.
100s Compound Interest Note, act June 30, 1864, dated May 15, 1865. B.
100s Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862. B & C.
500s Portrait of J. Q. Adams, act March 3, 1863, dated series 1869. B & C.
1000s Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62. B.
1000s Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863. Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s National Bank of the Republic, Boston, Mass.
Charter number 379; Check letters E, F, G, H.
5s Manufacturers' National Bank, Amsterdam, N. Y.
Charter number 2239; Check letters E, F, G, H.
5s Lycoming National Bank, Williamsport, Pa.
Charter number 2227; Check letters E, F, G, H.
10s } First National Bank, Hoboken, N. J.
20s } Charter number 1444; Check letters on 10s D, E, F, and 20s B
20s Merchants' National Bank, New Bedford, Mass.
Charter number 799; Check letters B, C, D, E,

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s In centre is portrait of George Washington.
2s Portrait of Thomas Jefferson.
5s Portrait of Andrew Jackson.*
10s Portrait of Daniel Webster.*
20s Portrait of Alex. Hamilton.
50s Portrait of Benjamen Franklin.
100s Portrait of Abraham Lincoln.
500s Vignette representing Victory divested of her Armor.
1000s Portrait of DeWitt Clinton, ex-Governor of New York State

* Only notes of the new issue counterfeited.

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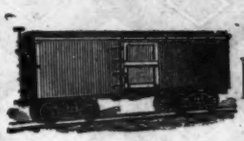

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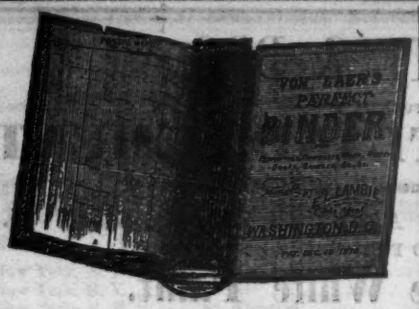

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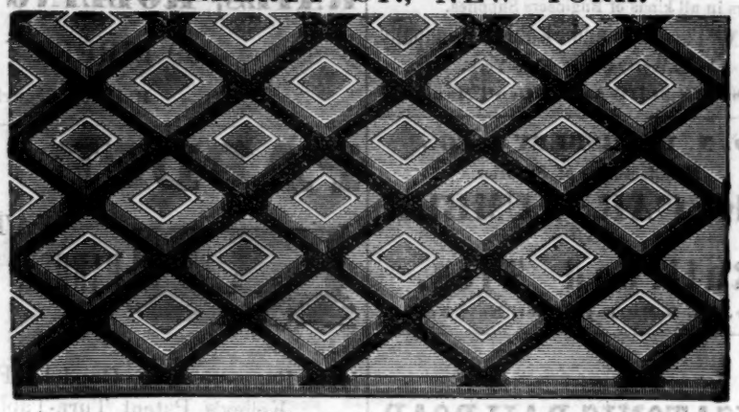

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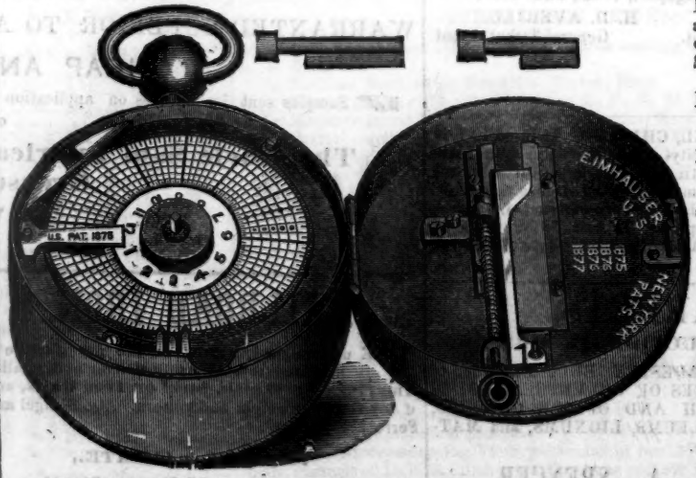

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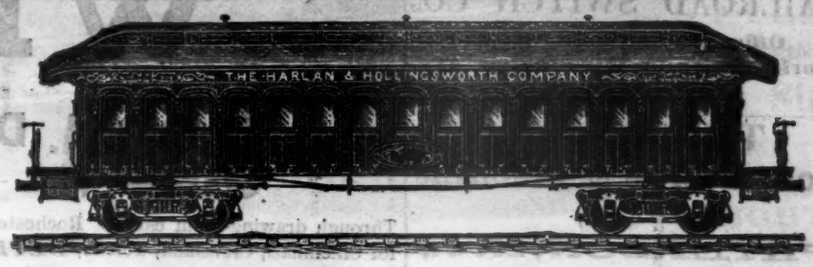

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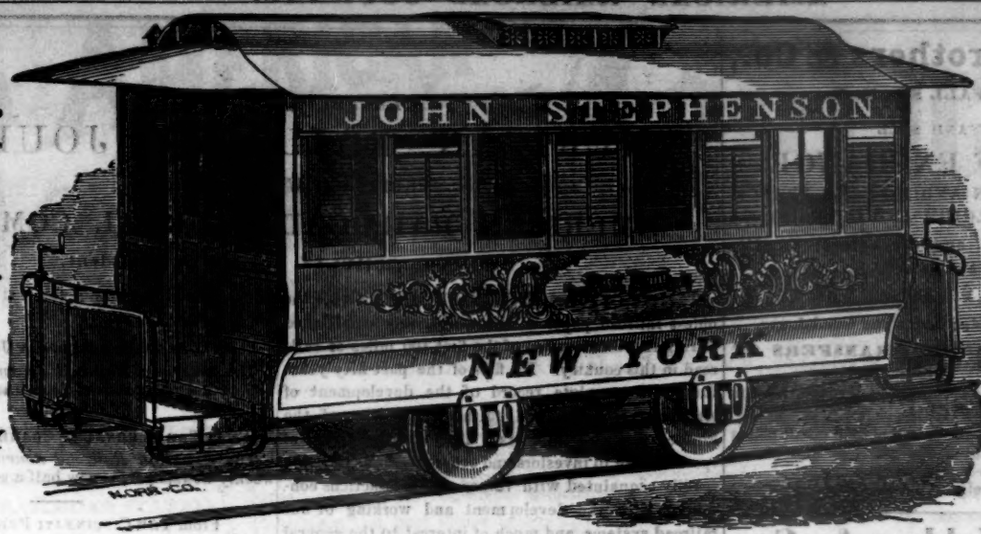

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